

# Transverse Torque



Issue 195  
March - April 2012



## Register Officers

### Chairman

Brian Godfrey, 57 Aldershot Road, Fleet, Hants GU51 3NW  
Tel: 01252 616296 e.mail: briangodfrey@ntlworld.com

### Vice-Chairman

John Argent, 35 Brookmans Ave., Brookmans Park, Hatfield, Herts AL9 7QH  
Tel: 01707 662049 e.mail: j\_argent@sky.com

### Secretary

Bob Wilkinson, Rose House, 9 Brambleside, Thrapston, Northants NN14 4PY  
Tel: 01832 734463 e.mail: bobwilkinson49@hotmail.co.uk

### Assistant Secretary

Peter Purdy, Manor House Farm, Thoroton, Nottingham NG13 9DS  
Tel: 01949 851293 e.mail: allpurdys@hotmail.com

### Treasurer

Bruce Allan, 37 Meadow Park, Cabus, Garstang, Lancs PR3 1TA  
e.mail: bruce.allan@yahoo.co.uk

### Membership Officer

Mike Malyon, 8 Bron Haul, Dyserth, Denbighshire LL18 6LE  
Tel: 01745 571423 e.mail: mikemalyon@hotmail.co.uk

### Spares Officer

Peter Ketchell, 2 Manor Road, Westminster Park, Chester CH4 7QW  
Tel: 01244 676856 e.mail: peterketchell@yahoo.co.uk

### Spares Administrator

Colin Rowe, 4 Croxdale Close, Brampton Park, Northants NN2 8UL  
Tel: 07944 825045 e.mail: colinatfordyandc@aol.com

### Regalia Officer

John Argent, 35 Brookmans Ave., Brookmans Park, Hatfield, Herts AL9 7QH  
Tel: 01707 662049 e.mail: j\_argent@sky.com

### Editor & Archivist

Sam Roberts, 16 Croye Close, Andover, Hants SP10 3AF.  
Tel: 01264 365662 e.mail: sam@samroberts.plus.com

### Technical Advisor

Nigel Stennett-Cox  
157 Mundesley Road, North Walsham, Norfolk NR28 0DD  
Tel: 01692 406075 e mail: binroundabit@btinternet.com

### Website Manager

Roy Hocking - see Regional Contact 08 for details

### Forum Mentor:

Roger Corti, 01895 638198 e mail: rogercorti@aol.com

### Co-opted member:

Jim Sharpe, Galleywood, Essex. Tel:01245 351546  
e.mail: jajm.sharpe@virgin.net

**THE FORD Y & C MODEL REGISTER web site is at  
www.fordyandcmodelregister.co.uk**

**Annual Subscriptions:- UK £25.00 (S/order preferred);  
Overseas (incl. Eire) £30.00**

TRANSVERSE TORQUE is the official magazine of the Ford Y & C Model Register Ltd. Registered in England No. 4445646. Reg.d Office: Priory Close, St Mary's Gate, Lancaster LA1 1XB

DISCLAIMER: The Editor & Club Officers of the Ford Y & C Model Register do not necessarily agree with all the views and advice expressed within this newsletter and cannot accept liability from erroneous information printed.

Printed by CPS-Airedale/Thistle Print Ltd 0113 226 7497  
Specialist printers for classic car clubs.....

## Regional Contacts

- |   |  |
|---|--|
| <p>01/02 Devon/Cornwall<br/>Somerset/Avon/Wilts/Glos<br/>Ivor Bryant<br/>The Cottage, The Street,<br/>Alveston, Bristol BS35 3SX<br/>Tel: 01454 411028<br/>ivor_bryant@msn.com</p> <p>03 Dorset/Hants/I of W/<br/>Channel Isles<br/>Colin White<br/>49 Grange Road<br/>St. Leonards, Ringwood<br/>Hant BH24 2QE<br/>Tel: 01202 873620</p> <p>04 Surrey/West Sussex<br/>Dave Minnett<br/>20 Princes Ave.,<br/>Carshalton Beeches<br/>Surrey SM5 4NZ<br/>Tel: 020 8661 2480<br/>Thev8telegraph@aol.com</p> <p>05 East Sussex/Kent<br/>John Keenan<br/>41 Ghyllside Ave, Hastings<br/>E.Sussex TN34 2QB<br/>Tel: 01424 424323<br/>elvabeach@btinternet.com</p> <p>06 South Wales/Hereford<br/>Mike Samuel<br/>"The Willows" Stoney Road<br/>Garndiffaith, Pontypool<br/>Gwent NP4 8PY<br/>Tel: 01495 772418</p> <p>08 Oxon/Berks/Bucks<br/>Roy Hocking<br/>69 Aylelsbury Road<br/>Bierton, Aylesbury,<br/>Bucks HP22 5BT<br/>rhock@btinternet.com<br/>Tel: 01296 427706</p> <p>09 Beds/Herts<br/>John Argent<br/>35 Brookmans Avenue<br/>Brookmans Park, Hatfield<br/>Herts AL9 7QH<br/>Tel: 01707 662049</p> <p>10 Essex<br/>Dave Gustard<br/>44 Park Dale<br/>Danbury, Chelmsford<br/>Essex CM3 4EH<br/>Tel: 01245 222921</p> <p>11 Worcs/Staffs/W. Mids/Warks<br/>Geoff Salminen<br/>2 North Pathway, Carless<br/>Ave. Harborne,<br/>Birmingham B17 9EJ<br/>Tel: 0121 427 2189<br/>e.mail:gsalminen@talktalk.net</p> <p>12 Leics/Northants/Camb<br/>Vacant - can you help?</p> <p>13 Norfolk/Suffolk<br/>Roger Hanslip<br/>165 Hungate Road,<br/>Emmeth<br/>Nr Wisbech, PE14 8EQ<br/>Tel: 01945 430325<br/>jo.hanslip@btopenworld.com</p> | <p>14 N. Wales/Cheshire/Lancs<br/>Merseyside/Manchester<br/>Peter Ketchell<br/>2 Manor Road, Westminster<br/>Park, Chester CH4 7QW<br/>Tel: 01244 676856</p> <p>15 Notts/Derby/Lincs/S. Yorks<br/>Ken Sleight<br/>The Forge Cottage<br/>Owston, Askern,<br/>Doncaster DN6 9JF<br/>Tel: 01302 337483<br/>kenneth.sleight@btinternet.com</p> <p>16 North, West &amp; East Yorks<br/>Barry Diggie<br/>16 Croftlands, Idle<br/>Bradford BD10 8RW<br/>Tel: 01274 614729<br/>barry.diggie@btinternet.com</p> <p>17 IoM/Cumbria/Durham/Tyne<br/>&amp; Wear/N'umberlnd/Clvnd<br/>Andrew Black<br/>66 Lindsfarne Lane, Morpeth,<br/>Northumberland NE61 2UL<br/>Tel: 01670 511113<br/>wagtail139@btinternet.com</p> <p>18 Scotland<br/>Drew Barr<br/>30 Weavers Crescent<br/>Kirkcaldy KY2 5LN<br/>Tel: 01592 269266<br/>barr195@btinternet.com</p> <p>19 Ireland<br/>Vacant</p> <p>20 London/Middx<br/>Jim Miles<br/>11 Gordon Road,<br/>Wanstead, London E11 2RA<br/>Tel: 07901 561866<br/>(afternoons only)</p> <p>Overseas<br/>Australia<br/>Bill Ballard<br/>24 Rowan Ave, Boronia<br/>Victoria 3155, Australia<br/>Tel: 00 61 3 9762 9974<br/>sfbill1@bigpond.com</p> <p>Denmark<br/>Michael Deichmann<br/>By-Lyngen 4<br/>Blistrup, DK-3230 Graested<br/>Denmark<br/>Tel: 00 45 2227 8651<br/>michael@deichmann.org</p> <p>Norway &amp; Sweden<br/>Terje Saethre<br/>Eikelivn, 3, 2005 Raelingen<br/>Norway. Tel: 0047 6383 3020<br/>tesaethr@online.no</p> <p>U.S.A<br/>Robert P (Bob) Anderson<br/>228 West Russell St,<br/>Barrington,<br/>Illinois 60010, USA<br/>Tel: (001) 847 381 0052<br/>Bander8899@aol.com</p> |
|---|--|

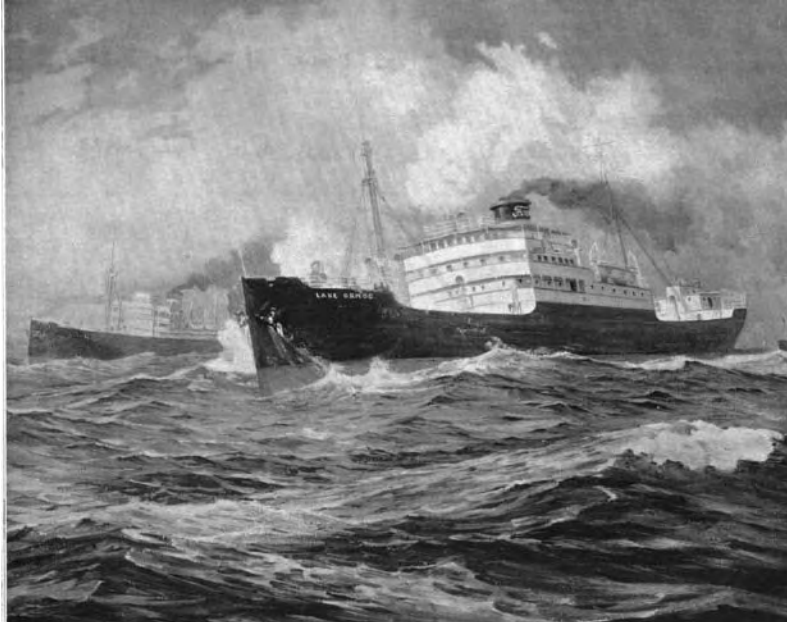
When telephoning UK from overseas  
replace first 0 in UK number with +44

**The Ford Model Y & C Register**

# Editorial.

February 12<sup>th</sup> was the date of the latest Club committee meeting at Willoughby. I came away with a glow of satisfaction that our Club is in the very capable hands of an enthusiastic, diligent and happy group of volunteers. The whole meeting was positive and reflected the on-going success of the Y&C Register, which is currently enjoying his highest membership numbers ever.

In this edition, we celebrate the 80<sup>th</sup> anniversary of the launch of The New 8 h.p. Ford, the 'Prototype', which arrived on our shores in early February 1932 and immediately threatened the more traditional small British family cars, one of which, the Austin 7, commemorates its 90th birthday this year. Sunday July 1<sup>st</sup> is the date for a major rally in the grounds of the National Motor Museum at Beaulieu, Hampshire. Organised by the 750 Motor Club, the National Austin Seven Rally will attract hundreds of Austin 7s from all over the United Kingdom and Europe. Visitors are welcome.



*"Copy of a 1931 painting of M/S East Indian and M/S Ormoc, two of the 199 decommissioned US government merchant vessels purchased by Henry Ford in 1925."*

We glibly talk about cars and machinery being shipped hither and thither. In many cases standard commercial merchant shipping lines were used, but Henry Ford had a fleet of 199 decommissioned merchant marine ships, which he purchased in 1925 from the U.S. Government. These plied the Atlantic Ocean from the Rouge Plant on the Detroit River, not only to Europe but to resupply Fordlandia, Henry's white elephant in the Amazon basin..

Also in this issue is the concluding part of Bill Ballard's story of the introduction of the Model "C" into Australia. This part discusses the different bodies that were built in the Ford plant in Geelong, Victoria to suit the Australian climate and terrain and which were designed by the young Australian genius, Lew Bandt – Ford Australia's equivalent to Ford U.S.A.'s Eugene 'Bob' Gregorie.

Colin Rowe's sequel to the Brake horsepower article in the last issue is included here, entitled Fiscal horsepower.

I have been asked by three long-standing members for copies of the first few Newsletters, they having every copy thereafter. Looking through my archive of back copies, I have a complete set going back to the formation of the Club in January 1979. What I do not have is a copy of Graham Miles' original Exchange & Mart advertisement (dated either January, February or March 1979 I believe), which sparked off the formation of the Club. If anyone has a copy of that advertisement, please may I have a copy.

If the thickness of a pizza is 'a' and the radius 'z', then the volume is pi z z a. Sorry, I couldn't resist it!

In the 'Events' article, Graham Miles reports that most of those whose names he has for the tour of Co. Durham and the North East in June are resident in the south of the country. One of the aims of holding a major event in the north is to attract members from that part of the world. Those of you living up there, or thereabouts, please give some thought to joining in – see the Events article for contact details..

I am sorry to report that May Johnson, the devoted wife of Frank, has fallen foul of Alzhe-

imer's disease and is now cared for in a residential home. Frank and May have regularly attended our A.G.M.s and driven to local Midland rallies in Frank's Model "Y" Arrow tourer. Our thoughts go out to them both.

The good news is that Rob Boland in Holland has survived the surgery on his legs (reported in the last issue) and is back on his pins and working away on his cars.

This is the last edition of Transverse Torque before the A.G.M. at Willoughby Village Hall on Sunday, 29<sup>th</sup> April. Conveniently situated in the Midlands, this event normally attracts some 10% of our membership, which is testament to its popularity and enjoyment. I and the committee look forward to meeting many of you there from mid-day onwards. Incidentally, this is one of the few occasions when the full range of Club regalia is on show. Look out for the latest blue fleeces, polo shirts, caps, et al., all with the Y&C Register logo.

I am happy to report that, by the end of February, you had given a warm, positive response to the plea for pre-orders and interest free loans to enable the publishing of the Ford Models Y&C book to go ahead.

Many thanks to those who have responded so far. There is still time for others to join in. A full update will be given at the A.G.M., at which you will be able to vote either for or against the publication. If you vote for it to go ahead, the monies committed will be called in to the Treasurer in May enabling the book to be published, hopefully, by the end of the year.

**Sam Roberts,  
Editor/Archivist.**

**The deadline for copy for issue 196 is  
Friday, 4<sup>th</sup> May 2012.**

## Contents

Editorial.	3
Not the Chairman Again!	4
Secretary's Ramblings.	5
Members' cars.	11
For sale.	11
Technical advice.	12
News of new members	12
Reminiscences.	13
Events	14
Members' correspondence.	15
20 years ago.	17
Fiscal horsepower.	19
Paris Report.	23
Clunky Starting	23
Brightening instruments.	23
Courteous driving.	24
Hire Purchase 1935.	24
Mid-1932 newspaper report.	25
75 <sup>th</sup> Anniversary Model "C" in Australia	26

# Not the Chairman Again!

Yes, it is me again and for this issue, prior to the A.G.M. and the forthcoming season, I thought I would share with you some details of the work of your committee.

A committee meeting was held in Willoughby on Sunday 12<sup>th</sup> February with fifteen in attendance, lasting from 10.30am to 3.00pm. Attendees travelled from all corners with Bruce Allen taking a 2.5 hr journey from Lancashire and John Keenan travelling for 3.5 hrs from Hastings. That's dedication; all for your benefit.

In my report, I summarised a survey I had completed on Insurance Premium costs, as our regular insurance company's premiums have risen dramatically. The survey evaluated nine different companies, which were given identical details for the required comparison. Amazingly, premiums differed by up to 35%. You will find in this issue an addition to our Useful Contacts, which now adds A-plan Insurance. Give them a try when you next need to renew, speaking to Clare Ironside on 01635 874646 and mentioning The Ford Y&C Model Register.

Bruce Allen, as Treasurer, reported on our financial state in his usual precise manner and advised that the year end accounts were being prepared for presentation at the A.G.M. The Club is in, and maintains, a healthy position.

Secretary Bob Wilkinson reported on the findings of the FBHVC report entitled "A £4 Billion Pound Hobby". Details are available on the FBHVC website and are well worth a look. He went on, as he does, to report that it was highly likely the DVLA would soon announce that pre-1960 cars would be exempt from MOT testing. The Club will clarify its thoughts on implications when an announcement is made. Bob also advised that the DVLA had still not made an announcement on safeguarding number-plate registrations, nor reported on ongoing tests in respect of the effects of an increase in ethanol in fuel.

Mike Malyon, our Membership Officer, reported an all time high in membership numbers. He will give out the detail at the A.G.M. Not many clubs can boast that these days.

Peter Ketchell and Colin Rowe, the well known Spares Department double act, reported on the ongoing major projects of Steering Boxes, Brake Clusters and Brake Rods and the continuing progress on spares' sales.

Our Editor and Archivist, Sam Roberts, the only one with a pen and a computer, continued to stress the need for contributions to Transverse Torque. See if you can help. If they publish my rubbish, then you all have a chance!

Roger Corti reported on the continuing progress of the Forum and requested members to add to the calendar of activities for 2012. Have you an event that others may well be interested in?

Following lunch, kindly provided by 'Heston' Miles, we continued.

'Ford Models Y&C. Henrys cars for Europe'. Sam Roberts reported on the status of book pre-orders received and loans offered by members to date. These are very encouraging. After discussion, it was agreed that a proposal would be put to members at the A.G.M. to proceed with the publication. The more books that are pre-ordered, discounted to £30.00 for members of the club, the better. Please, as stated in my request in the last issue, if you have not already done so, review and if possible place an order or offer an interest free loan. Orders and offers should be made to Sam Roberts, whose contact details are on the inside front cover.

Peter Purdy, with fame in high places, gave details of our new Club display banners, which he will have ready for the A.G.M. They are good.

## Photographs on covers:-

Front cover:-Rick Bushell's beautiful Model "CX" coupe outside The Bottle Museum in Clunes, New South Wales, in March last year. The coupe body was designed by Lew Bandt and manufactured at the Ford Motor Company, Pty. in Geelong, Victoria. Photograph Bill Ballard.

Back cover:- 'The Motor' magazine was one of the first to detail the 'Complete specification' of The New 8 h.p. Ford in its 16<sup>th</sup> February 1932 issue; only three days before the Prototype's launch at The Royal Albert Hall.

Graham Miles reported that 8 cars had so far signed up for the Durham Tour in June.

Places are still available and there is a possibility of a further 2 day extension for those who wish. Please contact Graham (see Events page in this issue).

Jim Miles reported that this year's Enfield Pageant will be over three days only (not the Monday), due to the Queen's Jubilee.

All attendees contributed to a friendly and positive meeting. So we headed home just after 3.00pm.

Next up is the A.G.M. on Sunday, April 29<sup>th</sup> 2012 at Willoughby. It would be great to see you there - please try to attend.

**Brian Godfrey,  
Chairman.**

## **NOTICE OF 2012 ANNUAL GENERAL MEETING. SUNDAY APRIL 29<sup>th</sup>. WILLOUGHBY VILLAGE HALL FROM 12.00 NOON.**

The 2012 AGM will be held in the village hall at Willoughby, which is just off the A45 between Daventry and Rugby in Warwickshire (CV23 8BH for your Sat-Nav). Members are invited to attend from 12.00 noon to exchange parts/books, etc., to pick up pre-ordered parts from the club Spares Department and meet friends old and new. Refreshments will be available at the hall from noon and the pub next door serves lunches, or you may wish to bring a picnic to enjoy on the lawn if the weather is good.

The formal Meeting will commence at 2.00pm. The AGM is your particular opportunity to direct the Club management and, indeed, to be elected to the Committee. Our AGM conducts necessary Club business but, in addition, is an excellent social gathering for members - you may bring family and friends too. We generally have about a dozen of our old Fords there, displayed securely on the hall lawn for the restorers to look over. Why not bring yours? Just be there! More details from Secretary, Bob Wilkinson.

You are invited to make nominations (including yourself) for Committee posts by copying the slip below or emailing it. Nominations must be sent to the Secretary no later than Friday 6<sup>th</sup> April 2012.

# Secretary's Ramblings.

My new car! As you will see from an item elsewhere in this issue, I have bought another "CX" Tourer. Not just any CX Tourer – this is the one formerly owned by our late Chairman, Geoff Murrell, which was advertised in the previous issue of Transverse Torque. I have enough restoration work to last me for some time! I will be helped in my restoration and maintenance by having just bought a compact 4-post lift. Fortunately my garage roof timbers are high enough and the garage dimensions just sufficient to cope, so this should help me to continue my hobby for some years – cost? ....about the same as a good set of golf clubs is the logic used at home. Enough said! Actually I was surprised at the range of lifting products available for the home-based enthusiast.

Sell your car! I have been contacted recently by a few owners of "Y" and "C" Models seeking help to find a buyer. The story is a fairly usual one where a long term project has been on the back burner for many years and the owner has come to the realisation that they no longer have the inclination to complete the work. I am delighted in that this means that the car will go to a new, and enthusiastic, owner who will restore the car to road use. Maybe more of the old car fraternity should consider doing the same. I do not mean to be rude, but surely we should, for the sake of posterity, either get on with the restoration or give someone else the opportunity. Don't forget that our individual ownership is only a chapter in the history of our beloved old cars – we are only the temporary guardians of a piece of motoring history.

**DVLA** : Removal of some red tape. DVLA no longer require an annual renewal of Statutory Off Road Notice (SORN). Once you have declared that your car is off the road, this will be carried forward until such time as you are ready to motor again.

MOT issues continue to excite the classic motoring press. I trust that you all took part in the national survey on MOT exemptions conducted by FBHVC. I feel sure that, sometime in the next few months, the government will announce that all pre-1960 cars will become MOT exempt. This will place a greater responsibility on individual owners to ensure that their vehicle is in the best mechanical condition, without relying on a compulsory annual test. More on this extremely important matter in due course.

## COMMITTEE POST MEMBER NOMINATED :-

Name .....

Nominated by.....

Signed:.....

In addition, proposed agenda items must be received by the Secretary no later than Friday 30th. March 2012.

Draft Agenda:- Welcome by Chairman; Apologies:

1. Previous Minutes of AGM, April 2011. (i) Move as true record. (ii) Matters arising.
2. Committee Officers Reports.
3. Awards: Annual Presentation by Chairman of Maurice Billing Trophy.
4. Election of Officers and Committee Members.
5. Publication of book on Y&C Models.
6. Proposal to introduce Family Membership category.
7. Discount on parts.
8. Events 2012.
9. Date of next AGM.
10. AOB.

**AGM:** Notice of your AGM is included elsewhere in this issue, along with an invitation to nominate either yourself, or another consenting member, for a club post. The AGM is of course a formal and legal requirement, but never a dull day – in fact an enjoyable social event based on our common interest. I hope you will be there.....new faces are particularly welcome....bring family and friends.

**New V5C:** Recently, UK Members will have received the updated V5C Registration document from DVLA. Please check the details and have any errors corrected. Note that the engine size for our cars is 933ccs. (8hp) and 1172ccs. (10hp). ....many V5Cs are incorrect as, on transfer from the old style logbooks, 8hp.or 10hp. were translated by guesswork into anything around 1000ccs! I have seen them all. If you do send documents to DVLA for correction, or any other reason, I advise you to keep a copy of the original as some have been known to get lost in the post.

**New Y&C Book:** At our February Committee meeting, we were able to report on a good start towards the financial target required to get a 1000 copies printed, thanks to loan pledges from members and advance orders for the book. The full picture will be available at the AGM. Meanwhile, please respond positively to Sam Roberts' plea in

the last issue. There may never be another point in time when it will be possible to publish another book on Ford's Models "Y" and "C".

**National Drive it Day** is Sunday 22nd April. Please make sure you are out and about, even if you are only going a short distance. There are numerous regional runs to join. If your car is not on the road, why not park it at the front of your house – DiD is about making our cars visible.

See you at the AGM !

**Bob Wilkinson, Secretary.**

## BOB'S JOKE CORNER.

With spring upon us and those winter blues gone, it is the time to get busy on the old Ford. Just take heed though of using garage tools as their true description is set out below:

### RESTORATION TOOLS EXPLAINED.

**DRILL PRESS:** A tall upright machine useful for suddenly snatching flat metal bar stock out of your hands so that it smacks you in the chest and flings your beer across the room, denting the freshly-painted project, which you had carefully set in the corner where nothing could get to it.

**WIRE WHEEL:** Cleans paint off bolts and then throws them somewhere under the workbench with the speed of light. Also removes fingerprints and hard-earned calluses from fingers in about the time it takes you to say, 'Oh xxxxxxxx!'

**SKIL SAW:** A portable cutting tool used to make studs too short.

**PLIERS:** Used to round off bolt heads. Sometimes used in the creation of blood-blisters. **BELT SANDER:** An electric sanding tool commonly used to convert minor touch-up jobs into major refinishing jobs.

**HACKSAW:** One of a family of cutting tools built on the Ouija board principle... It transforms human energy into a crooked, unpredictable motion, and the more you attempt to influence its course, the more dismal your future becomes.

**MOLE-GRIPS:** Generally used after pliers to completely round off bolt heads. If nothing else is available, they can also be used to transfer intense welding heat to the palm of your hand.

**OXYACETYLENE TORCH:** Used almost entirely for setting various flammable objects in your shop on fire. Also handy for igniting the grease inside the wheel hub out of which you want to remove a bearing race.

**TABLE SAW:** A large stationary power tool commonly used to launch wood projectiles for testing wall integrity.

**HYDRAULIC FLOOR JACK:** Used for lowering an automobile to the ground after you have installed your new brake shoes,

*Cont'd overleaf*

## Footman James Bristol Classic Car Show Ivor Bryant reports

"We were invited to participate in the Ford Show and Autojumble at Shepton Mallet in Somerset on 11<sup>th</sup> and 12<sup>th</sup> February. I accepted the challenge to fill a stand 18 m x 10m - that's about 14 parking spaces - and put out an appeal for cars in 'Transverse Torque'. As I took this stand with the Sidevalve Owners' Club, I wasn't anticipating a stand full of "Y"s and "C"s. Roy Cleeves was the first to contact me and volunteer his Model "C". I hadn't met Roy before, so it was good to see a new face. Nearer the date, Phil Wookey phoned and volunteered his Model "Y". We can generally depend on Phil, but he likes to hold back to give others a chance.

*Cont'd from previous page*

trapping the jack handle firmly under the bumper.

**BAND SAW:** A large stationary power saw primarily used by most shops to cut good aluminium sheet into smaller pieces that more easily fit into the trash can after you cut on the inside of the line instead of the outside edge.

**TWO-TON ENGINE HOIST:** A tool for testing the maximum tensile strength of everything you forgot to disconnect.

**PHILLIPS SCREWDRIVER:** Normally used to stab the vacuum seals under lids or for opening old-style paper-and-tin oil cans and splashing oil on your shirt; but can also be used, as the name implies, to strip out Phillips screw heads.

**CROSS-HEAD SCREWDRIVER:** A tool for opening paint cans. Sometimes used to convert common slotted screws into non-removable screws and butchering your palms.

**HOSE CUTTER:** A tool used to make hoses too short.

**HAMMER:** Originally employed as a weapon of war, the hammer nowadays is used as a kind of divining rod to locate the most expensive parts adjacent the object we are trying to hit. It is especially valuable at being able to find the EXACT location of the thumb or index finger of the other hand.

**UTILITY KNIFE:** Used to open and slice through the contents of cardboard packages delivered to your front door; works particularly well on contents such as seats, vinyl records, liquids in plastic bottles, collector magazines, refund cheques, and rubber or plastic parts. Especially useful for slicing work clothes, but only while in use.

Yes, I think we have all been there! Why not send me your chuckle to share.

Bob Wilkinson.



*Phil Wookey, in the fetching hat, receives the award for the Best Vintage Car with his January 1935 Tudor Model "Y"*

The stand was made up with six later sidevalves. The Model A Club was hoping to join us but was unable to muster any cars. We had space left over, which is unfortunate, but the organisers were pleased with our effort. When judging came, Phil won the award for the best "Vintage" car. We also had highly commended for an E83W truck and best car of the show for an E494A Anglia.

Many thanks for the support from Roy and Phil (and Phil's son Martin)



*Roy Cleeves Model "C" (C15007) drives away from the Bristol show.*

### Future West Country events.

The Horton Historic Vehicle Club will be organizing a 'Drive it Day' run if anyone wishes to join us on 22<sup>nd</sup> April. Contact me for details nearer the date (see Regions 1 and 2 details on inside cover). There will be another show at Shepton Mallet on that day with various clubs meeting there as part of drive it day. We have not yet decided our route, but I will not be organizing a stand at that event.

We will also be organizing a run in October of about 80 miles as the leaves begin to change colour.

On the second Sunday of each month, there is a gathering for all makes and models in Queen's Square, Bristol from breakfast time onwards."

# 'The New 8 h.p. Ford': 80 years from its launch.

February 1932 - 2012

It is 1931, in the depth of the Great Depression following the Wall Street Crash of 1929. Ford had just completed building the largest factory outside the United States to build cars for export to other newly-built assembly plants in the major countries of Europe and the British Empire. Machines, jigs and other plant had been moved from the cramped Ford factory at Trafford Park in Manchester and workers and their families had relocated to purpose-built housing estates in and around Dagenham.

Unfortunately, Ford in Europe was about to go bankrupt. The only car they had for sale was the Model A or the smaller engined Model AF (F = for foreign to USA) with fiscal horsepower ratings of 22 and 14.9 respectively. It was a big car, relatively expensive to buy and expensive to run and did not appeal. The market was dominated by the relatively cheap to buy and run, small, long stroke, 7 to 10 fiscal horse power, family cars manufactured by Austin, Morris, Standard, Hillman, etc. Sir Percival Perry, the chairman of the Ford Motor Company, Ltd. had stressed the need for a small Ford car to Ford headquarters in Dearborn, but it was not until Edsel Ford had returned to Dearborn after opening the new factory at Dagenham on 1<sup>st</sup> October 1931, that the engineering staff were tasked with developing a small Ford for Europe as soon as possible.

A two-pronged attack was launched on 19<sup>th</sup> October. Lawrence Sheldrick, Ford's chief engine designer, headed up a small team to produce a 'concept' car in double-quick time to act as a sop to the European motoring press and public – to let them know that Ford was entering the small family saloon market. His main assistant was Joe Galamb, Ford's body stylist, responsible for the styling of the Model T, Model A and, most recently, the still to be launched Model B (or AB in official Ford parlance).

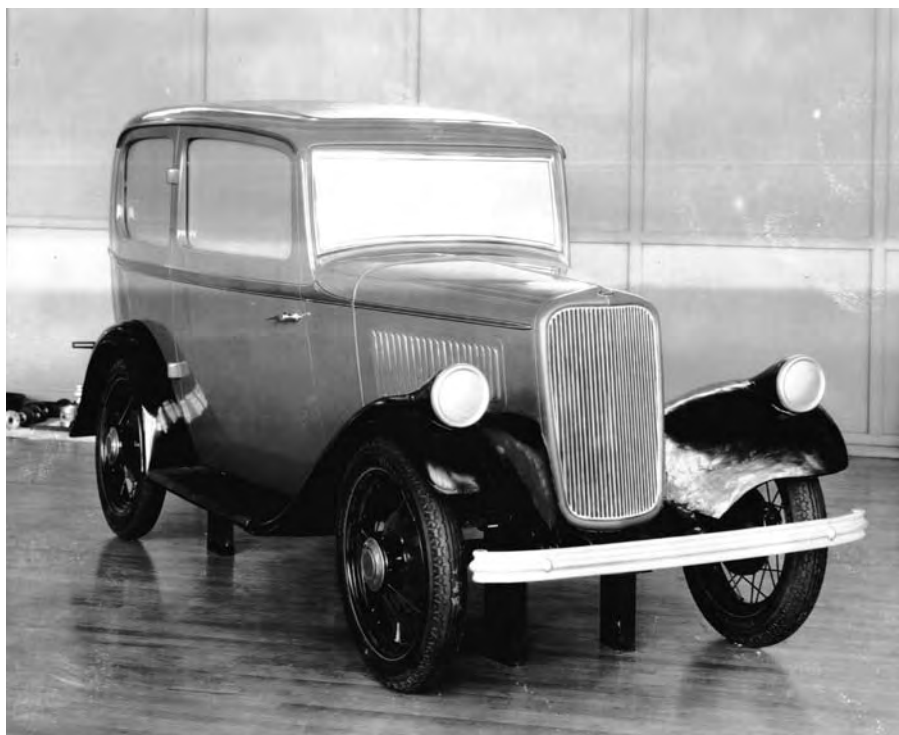


*The Hungarian, Joe Galamb, long-time confidant of Henry Ford and the body stylist responsible for the Model T, Model A, Model B and the Prototype Model 19.*

The second prong, which ran in parallel, was headed by Eugene Farkas, Ford's chief transmission designer, who was responsible for the design, development, testing and preparation for manufacture of the production model, initially scheduled for introduction on 1<sup>st</sup> June 1932. It was this model, the Model 19 in Ford parlance, that was to become the Model "Y". It was Farkas who recruited the young talented body stylist, Eugene 'Bob' Gregorie, into the team.



*One of the 14 Prototypes at the rear of the Henry Ford Museum in Dearborn (then called The Edison Institute) in January 1932, just prior to shipping to Dagenham (see also the back cover of this issue). Note the Ralph Roberts curved 'shovel' base design input to the radiator grille, which was not repeated on the Gregorie-designed production body.*



*Joe Galamb's clay model, here shown in the Highland Plant in Detroit, trying out the Pierce Arrow-style headlamps moulded into the wings.*

In this article, we are concerned with the first prong, which we now refer to as the 'Prototype'. In only four months, 14 cars were designed, built and shipped to England, as was reported in the 23<sup>rd</sup> January issue of the 'Michigan Manufacturer and Financial Record.' 'The New 8 h.p. Ford' was first announced to the British motoring press at the end of January 1932, three weeks before the Ford Motor Exhibition at the Royal Albert Hall at which it was to be launched. Photographs of the car and outline specifications were released and published in the February editions of 'The Autocar', 'The Motor' and the 'Light Car and the Cyclecar'. The whole public relations exercise was superbly managed. As the date of the exhibition approached, enough details and photographs were drip-fed to the media for the motoring magazines to publish the complete specifications during the week prior to the big event.

In the Ford Motor Exhibition catalogue, the New 8 h.p. Ford Car was announced as follows:-

*"For some time the Motoring World has been teeming with rumours of the introduction of an entirely new Ford Car.*

*A new Ford is an outstanding milestone in the progress of motoring evolution. Many years of experiment and experience ensure that it shall be efficient, up-to-date, and economically produced.*

*The New Ford 8 h.p. Car has a wonderful tradition to uphold, and that it will sustain, even enhance, Ford reputation is beyond all possible doubt.*

*The basic principles, that have influenced the design and construction of previous Ford models, are inherent in the new.*

*They are:*

*SIMPLICITY  
RELIABILITY  
ECONOMY  
LIGHT WEIGHT  
SAFETY  
and STRENGTH*

*These fundamentals are vital to the interests of the Ford Car Owner. They govern the design and manufacture of the smallest part, and are responsible for the great popularity of the product; its reputation for unremitting service under all conditions.*

*Backed by the extensive ramifications of the Ford Organisation, the New Car will be one of the most economical motoring propositions ever produced.*

*It is to be built, wholly, in the great new Motor Works erected at Dagenham, a stupendous enterprise which has given much employment to British contractors, and which, ultimately, will absorb 15,000 workers."*

The exhibition opened to the public at 3 p.m. on the 19th February 1932 and was open for a week, until Saturday, 27th February. It was purely a Ford Motor Company affair and the morning of the first day was attended by Ford agents from all over the country, the motoring press and invited dignitaries. Some 45 Ford cars, trucks and tractors were on display, arranged in two concentric circles around a rotating rostrum, on which sat one of the New 8 h.p. Fords, in black livery with a Tacoma cream coachline and wheels. At 10 a.m., after a fanfare of trumpets and an introductory speech by Rowland Smith, who had only recently returned from Dearborn for the occasion, seven 'New 8 h.p. Fords' were simultaneously unveiled by Ford's longest serving British dealers, the senior of whom was Mr. Henry Alexander from Edinburgh, whose association with Ford dated back to 1906; closely followed by Mr. Reece of Liverpool and Mr Rumsey of Bristol, both of whom had joined the Company in 1909. The six cars not on the rostrum, which were to be despatched to other European capitals after the exhibition, displayed a range of body colours.



*Ford agents from around the country surround the rotating rostrum at The Royal Albert Hall as the New 8 h.p. Ford is unveiled on 19<sup>th</sup> February 1932.*

Although there was naturally some disappointment after all the hype which had been generated prior to the show, generally, dealers and the press alike were enthusiastic about the revolutionary ideas incorporated into the car and its general good looks. 'The Motor' and 'The Light Car and Cyclecar' published a photograph of a glum looking Sir Herbert Austin, K.B.E. "examining the new Ford with a critical eye.": no doubt concerned at the advances over his latest model. The advertised price, which was not announced until the agents' lunch on the opening day, was £120 for the Tudor version of the production model, which was higher than that previously rumoured.

The success of the exhibition was not lost on the British Ford dealers, who asked that the show be repeated around the country to assist them with their sales. As a result, in addition to The New 8 h.p. Fords being dispatched to be displayed in the European capitals, the entire range of Ford vehicles was



*The range of Ford vehicles displayed at The Royal Albert Hall toured Great Britain at the Ford agents' request. Here the display is in Leicester - two Prototype 8 h.p. Fords are seen.*



*The Ford Motor Company A.G. of Germany even produced a brochure to announce the coming of 'The New 1 Litre Ford'.*





*"The New 8 h.p. Ford rotating as a centrepiece at a Ford exhibition in Lisbon, Portugal.*

displayed in eleven cities and towns in Great Britain over the next three months. Displays were held in Belfast, Bristol, Cardiff, Dublin, Edinburgh, Glasgow, Leeds, Leicester, Manchester, Newcastle and Plymouth. 'The Ford Times' of June 1932 reported:-

*"In some centres the premises used lent themselves to decoration and display better than did those in others. .... It is conservatively estimated that during this series of shows certainly no fewer than 100,000 potential purchasers of Ford products examined the new Ford 8 h.p. car, the improved Model A and AF cars, the new Ford utility vehicles for useful loads of 10, 20, 30 and 40 cwts., the new Fordson tractors, agricultural and industrial, and the Ford industrial power-unit."*

By the time that the above article was written, the original planned date of the 1<sup>st</sup> June 1932 for the start of production of the Model "Y" had passed. The pre-production models, the result of the second prong of attack in Dearborn, had been shipped to Dagenham in April and were being assessed. Two months after the article appeared in 'The Ford Times', the Prototypes were consigned to scrap – none was allowed to survive.

It is clear from all available photographs that none of the Prototypes displayed registration plates at the shows, confirming that they were not intended as roadworthy vehicles but, rather, just as concept cars. As if to reinforce the 'concept car' theory, the following letter was sent by the Group Superintendent of Ford S.A.F. at Asnières, France, to Mr. W.R. Neiland in the Office of Sir Percival Perry on 16th August 1932:-

"I would be glad if you would let the writer know whether anything has been done with reference to disposing of the first model "Y" cars which were shipped to Europe from Dearborn.

### The Ford Model Y & C Register

These cars are distributed in various associated companies around Europe and, as you know, the motors assembled in these first cars from America have never been started up and are obsolete and unusable. Therefore, it would be interesting to know that something is being done with reference to bringing these cars up to date, if possible."

### The Design of the 'Prototype'.

Without putting too fine a point on it, the design of the Prototype was based on a scaled down Model B. There was not the time available to develop new ideas, nor had the design team, or any design team in the USA, had any experience of 'baby' cars. Sir Percival Perry had laid down the parameters, viz. "The engine should be small enough to qualify for the British 8 f.h.p. vehicle excise duty and have a lively performance; the car should have a wheelbase of no more than 90 inches and should be cheap to buy and operate." Lawrence Sheldrick set about designing a small, long stroke, small bore engine to meet the 8 f.h.p. specification, whilst Joe Galamb scaled down the Model B chassis, transmission, suspension and layout. It was Joe who named the little English car the 'Model 19'; the only logic in doing so being that it followed immediately after the Model 18 in the design team's schedule.

Based on Edsel's Lincoln design, Joe Galamb, along with Murray Corporation's chief designer, Amos Northrup, and Joe Thompson, from Cadillac, had built the clay over wood model of the Model 'A'. With this experience, Joe was able, very quickly, to build a scaled down version to meet Sir Percival Perry's specifications for the English Ford. The clay model for the Model 19 was constructed in the Ford Engineering Laboratory in Dearborn. Very little is written about the clay model but, from the few photographs there are, it is clear that Edsel incorporated some of the design features from Eugene Gregorie's initial sketches of the pre-production Model 19 into the Prototype design; features such as the front opening door, which was a new concept to Ford, to allow better access to the front seats. With the door hanging on the centre pillar, there was more freedom to cant the windscreen.

Another innovation tried out on the Model 19 clay model was the integration of the headlamps into the front wings, a design feature peculiar to, and patented by, the Pierce Arrow company from 1913 to 1928, at which point the company was bought by Studebaker. The expiry of the patent allowed the feature to be used by other designers. This feature was not carried forward into the final design of the Model 19, probably because of the production difficulties in shaping the wings and in assembling the headlamps on a production line basis. It did not look very pretty on the Prototype either. The 6 ins diameter, fluted anti-dazzle lensed headlamps' final design for the Prototype went to the other extreme; they being raised on stalks, which were bolted to the front wings, with their power cables hanging between the base of the lamps and grommets in the sides of the radiator cowl; as on the Models 'A' and 'B'. Fortunately, this crude looking cabling was not carried forward onto the production models. It was common practice between the motor companies and coachbuilders to copy each other's design innovations. One, which seems to have originated in the Briggs Body Company, at the hand of their chief stylist, Ralph Roberts, was the curved 'shovel' base to the radiator grille. Although not incorporated into the clay model design, this was to appear as a more graceful and subtle curve on the Prototype cars which were shipped to Europe.

Under the bonnet, a simple gravity petrol tank, as on the Model 'A', was housed alongside the Prototype's battery box under the bonnet and up against the bulkhead. Through a tap and a filter, it fed a Zenith up-draught carburettor, which was located low down on the front left hand near side of the engine block under the inlet manifold. The air inlet to the carburettor was extended forwards and downwards, exposing it to the ingestion of dirt and water. The positioning of the negatively earthed 6 volt U.S.L. battery under the bonnet was an innovation and, when the Prototype was unveiled to the public, was to give rise to concerns over possible evaporation of the electrolyte due to the heat of the engine. The close proximity of the petrol tank to the battery was also seen as a design flaw, with the inherent fire risk. The latter was overcome in the production models by adopting the Model 'B' position of the petrol tank, at the rear of the car. The fire risk was heightened by the carburettor feed pipe filter, which incorporated a drain tap located immediately above the exhaust!

The distributor was attached to the timing gear case on the front left hand, near side, of the engine, making it as equally inaccessible as the carburettor. It was driven by screw gears off the cam shaft and fed 18mm Champion 7X spark plugs via an orthodox Ford coil, which was carried on the front en-

gine support bracket on the right, off side, of the engine. The Auto Lite dynamo was also in an inaccessible location below the coil, being driven by the V-fan belt, which could be tightened or slackened by raising or lowering the fan pulley on a tall, slender, ratcheted bracket, bolted to the front of the cylinder head. The starter motor was at the rear left hand, off side, of the engine.

The side-valve engine, supported by the gearbox at the rear and the arched mounting bracket at the front, was a masterpiece of simplicity and showed the influence on Lawrence Sheldrick's design of a sketch by Henry Ford in 1928. Four cylinders of 56.6mm bore and 92.5mm stroke, giving a cubic capacity of 933 cubic centimetres, were cast into the upper crank-case. Although they were in line, there was speculation in the motoring press, prior to the unveiling, that they might have been staggered and off-set to reduce the length of the engine block i.e. a V-4 layout. The crankshafts in the Prototype vehicles' engines ran on two main bearings only. It was not until tests were carried out on the pre-production models early in February 1932, that the rough running of this arrangement became apparent and a third bearing was added to the design. This modification was known by the time of the unveiling of the Prototype in London on the 19th February and was announced to the motoring press as being a feature of the vehicles.

The lubrication system did break away from Ford tradition with a meshed gears oil pump submerged in the sump, which was screw driven off the cam shaft and provided oil under pressure to the big ends. The gudgeon pins and the cylinder walls were splash lubricated by the crank-shaft counterweights. The sump was cast in aluminium.

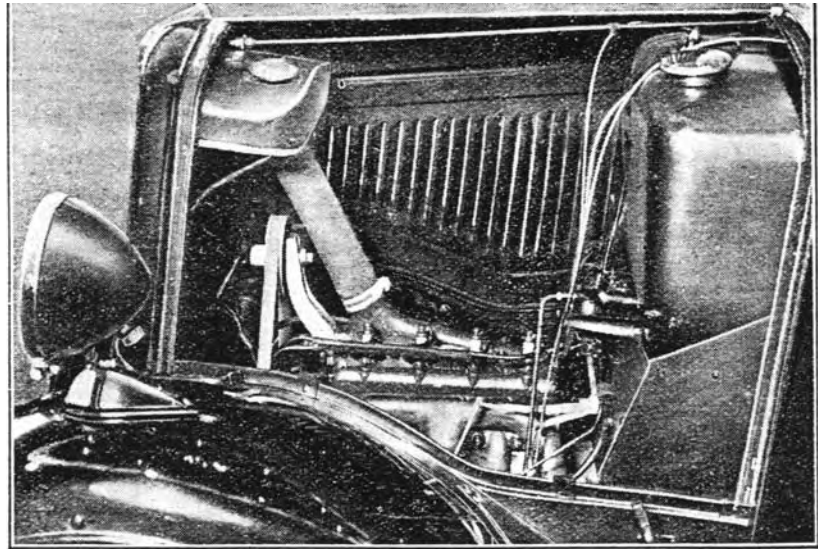
The gearbox, like the engine, was of a rugged simple design, incorporating synchromesh gearing between second and top gears. Sir Percival had written to Sorensen on the 16th November 1931:-

**Synchromesh Gears**

"I think it imperative that this form of gear should be fitted to the new models No. 19 and 34.

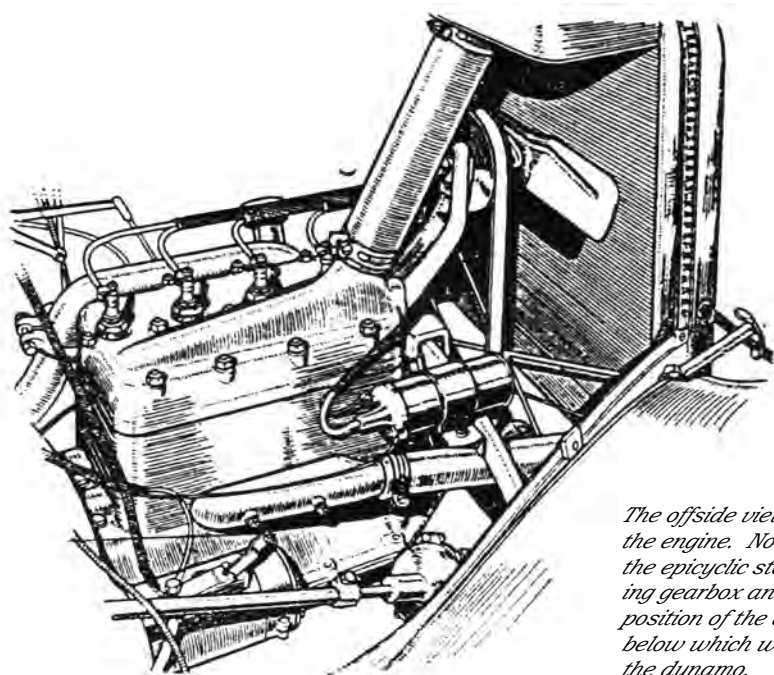
At the recent Motor Exhibition at Olympia more than 60% of all the cars shown were fitted with this or similar type of improved gearbox."

Much of the above, particularly those details that were hidden from view, were theoretical only. For example, it is doubtful that there were many components in the cylinder block. The engines certainly could not run. The Prototypes were concept cars only, which, in an amazingly short space of time,

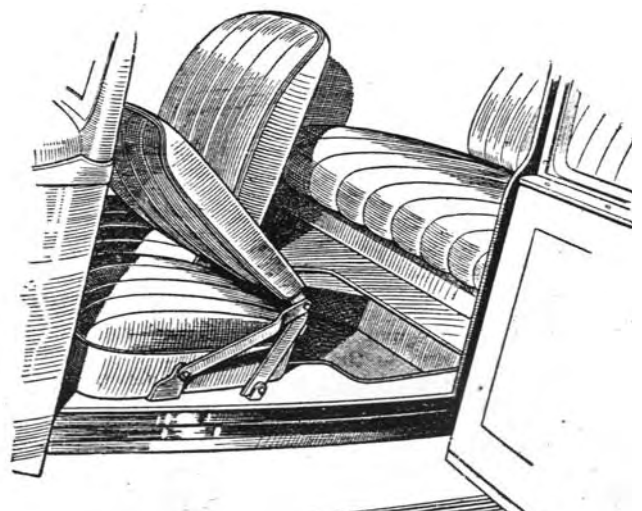


*The nearside view of the engine. Note the gravity feed petrol tank, the inlet manifold with (not visible) an up-draught carburettor and the bracket carrying the fan pulley with an adjustable belt tension nut.*

achieved their objective of convincing the European motoring press and public that Ford was about to introduce an advanced, affordable family saloon.



*The offside view of the engine. Note the epicyclic steering gearbox and the position of the coil, below which was the dynamo.*



*The passenger seat mechanism on the Prototype swung the seat squab forward to allow easy access to the rear seats.*

# Members' cars.

A special one this time round from Bob Wilkinson.

I must be crazy! ....Well that is what I thought a couple of weeks ago, whilst surveying the recently arrived pile of Model "CX" Tourer parts in my garage. It's a long story....

Anyone in membership for more than 10 years will remember with great affection our late Chairman, Geoff Murrell, and the tours and shows he and his wife, Eileen, undertook with their 1936 "CX" Tourer. I can see the maroon car with tan hood, flying along on Convoy 2000 and over the green countryside of Ireland in 2002. Smiles abounded – theirs and everyone they met. Sadly, Geoff died suddenly a few months later with the well loved "CX" Tourer being bought by member and family friend, Paul White.

Unfortunately Paul did not fully enjoy old time motoring and, after a few shows, the "CX" was not used. In late 2011, Paul decided to ask his pal, Bert Wybrow, a professional restorer based in France, to undertake some paintwork and look at a few panels. Being thorough, Bert stripped the car (wings off, etc.) to do a proper job. A good number of horrors were found relating to floors and chassis, to the extent that Paul decided to not continue with the expense of restoration. The car was advertised in our club magazine as a basket case.

I had a few sleepless nights thinking ....I know ...thinking is unusual for me .....I just had to buy Geoff's old car and get it back on the road. My offer was accepted .... great joy on my part .... and shared by Pat, my long suffering wife. I think I even had a tear in my eye ..... memories.

A week was spent clearing enough space for two cars, awaiting delivery from France (two cars spaces required for one car in pieces!). Bert and Paul arrived following horrendous ferry delays, as well as a long drive with the van doors thrown open. Anyone fancy a 1936 jigsaw! The car had been dismantled to the point where only the body tub sat on the chassis, with all major and minor components in touching proximity. Thankfully, Bert had placed many minor parts in labelled boxes ..... I told you he was thorough ..... which were all unloaded and placed either in the garage or on the lawn awaiting further locating. Refreshments followed and then the lads were gone ..... adieu and bon voyage ..... southbound first to Essex, then Bert on to Normandy via the dreaded ferry again. I immediately set-to, storing (hiding?) as much as possible in the loft, spare bedroom, etc., until the winter darkness drew an exciting day to a close.

Next morning, I had to negotiate about 15cm. (6 inches) of snow to open the garage door and view my treasure. Time to survey my project ..... chassis in a poor state, floors too, inner wings ....oh dear, have I really got all this work to do? ...what have I done? Here I am at 71years of age. ....have I not learned any sense? Of course, I have done one before (EMF 151 my "CX" tourer now with Bob Brown) and that was quite a bit worse in terms of tin-worm. Anyway I knew it would be like this, so just get on with it.....

The work has started already and, as I pause, a cuppa in one hand and angle grinder in t'other, I am determined to see this maroon old girl back on the roads again - maybe next year. Are you watching Geoff?

## Bob Wilkinson.

1. Well, yes, it is a Model "CX"! Like a good pint, Pat's photography could do with a head on it!"

2. The body tub on the chassis. For Model "Y" owners, note the start of the X frame under the bulkhead, which prevented twisting of the chassis. This improvement in rigidity over the Model "Y" chassis allowed Ford to produce a tourer version of the Model "C"."

3. Bob in his office! I reckon he is putting in a call to The Samaritans!"



## For sale.

### Club publications:

1. Register magazines from the 80s - £10 (quite a few heavy). N.B. minus next item which I always filed separately.

2. Ford technical bulletins re-prints that were included with each Club publication in the '80s. (Heavy) £20.

### Reference Books:

3. "Restoration of post-war cars" by Peter Wallage - £10 hardback excellent condition.

4. "The Ford Popular" (Odhams Owner-Driver Handbooks) by Leonard Holmes 1953-59 £5. Hardback with some oily fingerprints but very good for age.

5. "The Book of the Popular Ford" (£ 8HP Ford) 1946 by Ellison Hawks - £8 Hardback with tatty fly cover - nice colour plate of LR Model "Y".

6. "Ford Repair Charges - Popular & De-Luxe Models 1938" - £4 Booklet - good condition

7. "The Ford Eight Handbook" - Jelley 1939 (Pitmans) - £5 Stiff-back good condition (I used this one a fair bit)

8. "The Ford 8HP Chassis - Instructions for Dismantling & Reassembling" (FoMoCo Publication) £20 (cost me that). Excellent Ford technical manual. Covers bit grimy but pages all OK.

9. "Ford Popular and the Small Sidevalves" - Dave Turner £10 excellent condition hardback

10. "Ford Model Y - Sam Roberts" £15 Excellent hardback reference book full of info - if you only buy one book this is the one for me.

11. "Instruction Book for the Popular De-Luxe Ford Eight Ford Ten - 1953" (FoMoCo Publication) £5 Stiff cover. Former technical library copy - never been used!

12. "The Second-hand Car Owner" - Noel Green & R Barnard Way - ?1950s publication £5 Hardback with tatty fly cover. Full of useful dos and donts on period cars.

13. One odd one - "Morris Minor Series MM Operation Manual - 1st Edition" £5 - tatty cover but contents all clean and clear

Jim Cassidy (Ex-member).

Tel: 01226 791843 (Barnsley, South Yorkshire).

## Wanted.

Driver's sun visor for Model "Y" - same as the Model "C"/"CX" - for New Zealand member.

Contact Sam Roberts. Tel:- 01264 365662 or email

sam@samroberts.plus.com

## Technical advice.

### Spark plug threads.

Malcolm Macleod on the Isle of Lewis asks, "I am looking for a compression tester to fit the plug threads of my 1936 Model "Y". I do not know the plug thread or its size as every one I see is in metric, or is there an adaptor piece to convert from metric?"

Nigel Stennett-Cox, our Technical Adviser replied, "You may be interested, certainly pleased to know that, to the best of my knowledge, every sparking plug ever manufactured worldwide is in metric thread, with the exception of some taper "pipe" thread ones used in American-manufactured Ford Model Ts and vintage American stationary engines - a legacy of the high-tension sparking plug being a French invention, by one M. Lenoir c.1895.

Therefore, a 14mm size compression tester, suitable for anything except some modern cars and motorbikes, which use a 10 or 12mm size, would be fine. You'll be looking for about 110-115 pounds per square inch [about 7.5 bar] in each cylinder, with the main thing being that they're even to within about 10% max. of each other. That's at starter cranking speed with the throttle wide open, on a good battery and with the ignition off! Good compression makes for an easy-starting, powerful, and fume-free engine.

### Starting the "Y"

Malcolm went on to ask about his problems starting his Model "Y". Nigel advised, "I'll see if I can guide you through your starting problems. Model "Y"s start fine if they've got good compression, a good spark, fuel, and the correct procedure is followed. Always "hand-prime" the carburettor from standing by use of the hand-lever on the fuel pump, maybe needing to slightly turn the engine previously if the fuel pump operating cam has stopped in the "up" position, and crucially don't open the throttle at all when using the choke. Doing so renders the choke ineffective because it works by the engine sucking on an auxiliary jet which is opened when the knob is pulled. The outlet for this is downstream of the throttle butterfly. Opening the butterfly, i.e. opening the throttle, simply means that the engine sucks mostly pure air through that instead."

### Preparing for spring.

Apart from the above enquiry, the Technical Service has been inactive over the recent period, so I'll pen a little seasonal stuff of potential general interest. The snowdrops and daffodils are now peeping out so Model "Y"s and "C"s will be appearing out of hibernation soon, prior to taking to the Queen's Highway.

Most will hopefully have been housed indoors and with their tyres inflated, batteries taken off and given a periodic trickle charge, and maybe engines turned over on the starting handle to open and close different valves and move the pistons up and down the cylinders a bit. Some may even have found it prudent to prop the clutch pedal down to prevent the driven plate rusting to either the flywheel or pressure plate, and resulting in the clutch refusing to disengage when the engine is first started and the pedal depressed. An oil change is not a bad thing before the vehicle is laid up either, the old stuff has a habit of "separating out" when standing, so that the dirty stuff is the first to get sucked up by the pump and sent to your lovely bearings. No filter on our engines, remember, unless you count the tennis net gauze around the pump intake, handy for catching the odd boulder, or rat which has crawled in via the filler.

If the clutch should stick, the official recommendation is to take out the engine to free the item by taking off the pressure plate, but your Technical Advisor has always got away with getting a push up to walking speed on level ground and then snicking into first gear with the engine idling. Pick clear ground because you'll be then driving along with no means of disconnecting engine from drive except by slipping back into neutral. All you then need do is to sharply accelerate and decelerate, all at low speeds and in first gear, holding down the clutch pedal and your clutch will soon free with a clunk.

All that's assuming you've got the engine started. If that should prove recalcitrant, then there's a good chance that the points in the distributor are dirty through the effects of damp, so clean them carefully. Best take them out first to ensure thoroughness and then replace them with a gap of 12-15 "thou" [0.30 - 0.35mm]. Make sure too that you pump up fuel to the carburettor before starting, with that natty little wire sticky-up button on the fuel pump, pumping until snorting noises cease indicating that the float chamber is full. If the button thingy doesn't seem to be pumping, turn the engine a little because the cam driving the pump may have stopped in the raised position. Never forget last month's tip of not pressing the throttle when the engine is being cranked over on the choke; you can do so once it's started, but an open throttle reduces the effect of the choke.

Before doing all this you will have jacked the car up and greased all points, also oiling the clevises on the brake rods and ensuring free movement of same. Whilst crawling around underneath you will furthermore have checked oil levels in gearbox, back axle and steering box.

Time now for a clean-up [of yourself and the car] and off you go!

**Nigel Stennett-Cox,**  
Technical Advisor.

## News of new members

Prepared by Mike Malyon on 26<sup>th</sup> February 2012

Since the last issue of "Transverse Torque" we are pleased to welcome to the Ford Y & C Model Register the following four new members:-

David Bateman	B0502 Higham, Kent
Flavio Garcia	O-G104 Valinhos, São Paulo, Brazil
Nicholas Hall	H1001 Boreham, Essex
John Huckle	H0901 Wilstead, Bedfordshire

Below are brief details of their vehicles:-

David Bateman- Dave has purchased a 2-door, black Model "Y". The vehicle has been stored for the last 60 years. A tax disc dated 30th September 1950 was on the car. The registration number, AA 7898, is apparently on the tax disc but, according to the Glass's Index of Registration Numbers, that registration was never issued. Also, the chassis and Briggs body numbers are not clear. We are waiting for clarification on all three points. We hope the restoration goes well.

Flavio Garcia - we welcome Flavio to the Club, he being the first member we have had in Brazil. Flavio has a red 1937 2-door Eifel roadster with registration FAG 1934 and chassis number C93519. The vehicle needs a full restoration. It looks like you are going to be very busy with the project. Good luck with the restoration and please, keep us informed with your progress.

Nicholas Hall is the owner of DYU 981 (Y187951), a black Tudor. It was first registered on 1<sup>st</sup> June 1937. The car used to belong to the late Peter King, who had been a member for many years. The car was last on the road in 1971. Nick is also a friend of member, Dave Tanner. The car is currently under restoration with a few cosmetic repairs to be done. We wish you luck with the restoration and a very warm welcome to the Club.

John Huckle - John has bought a 1935, multi coloured Model "Y" van; multicoloured due to various primer paints having been applied. Although classified as a van, it was converted from a Tudor some time ago. It was previously on a farm in Northamptonshire. The registration is CKL 347 and the chassis number is Y111291. The vehicle is under restoration, needing its sides re-panelling, tailgate refitted and then prepared for MOT. We wish you luck with the restoration.

**The Ford Model Y & C Register**



*Flavio's Eifel roadster in Brazil. As can be seen, from the wide wheelbase on the front axle, the restoration is a tad more than simply cosmetic.*

Hopefully, you will find this contribution to "Transverse Torque" informative and, as always, the Club extends a warm welcome to all the new members. The Editor will be pleased to receive any news and photographs of your vehicles.

**Mike Malyon, Membership Officer.**



*John Huckle's multicoloured, cleverly converted, Tudor Model "Y", boasting a short rad front bumper.*

## Reminiscences.

*At the November NEC show, Paul Ragbourne spoke to one of our members on the Club stand and offered to write a short piece on his first car, a Model "Y". I'm delighted to say that he followed up his offer, for which we are very grateful. Here it is:-*

### My first car.

Spied at the rear of a backstreet garage operating from a bomb site in Birmingham a "Y" Ford 8 lay under a thick coat of dust. The year was 1958. After my HNC exams I was determined to enjoy life before National Service caught up with me. Surely I could afford the £30 asking price? The deal was done at £22 ten shillings, taking into account no glass in the driver's door, four bald tyres and a blown exhaust. The one redeeming feature was the engine which sounded crisp and did not smoke, while a trip up and down the yard showed clutch and gearbox functioned OK.

In anticipation of a car purchase I had lined up a buyer for my much travelled Humber Clubman sports cycle; the £15 sale being essential to fund the Ford, illustrating the marginal nature of my start to car ownership. Fortunately, third party insurance was very cheap and the road fund licence just had to wait.

### The Ford Model Y & C Register

On the drive back to my "digs" I discovered the brakes gave only minimal retardation, deep concentration being required to anticipate slowing traffic ahead. Investigation showed the right front brake lever to be encrusted in rust and seized solid, preventing the left brake from full movement. My landlord, the proud owner of a barrel "C" Ford, suggested removing the right front brake rod, allowing full actuation on the left side. This provided a significant improvement to brake performance until, several weeks later, penetrating oil and heat from a welding torch freed the right hand lever and four wheel braking was restored.

The missing glass was found to have dropped inside the door and was soon reunited with its winding mechanism. The cheapest exhaust fix came via a new silencer and a short length of pipe exiting in front of the rear wheel, as with many light vans of the day. After an oil change and greasing I felt confident to drive the 80 odd miles to my parents' home in Bath and invited a school friend at Birmingham University to join me.

The day before we set out I was driving up Quarry Lane in Northfield when I saw in the mirror a wheel gambolling down the hill out of sight. The leather strap securing the spare wheel had finally parted. Despite a thorough search of the area I could not find the wheel.

The Friday evening drive home was uneventful until, about 18 miles from Bath, it was evident we had a left rear puncture. There was nothing for it but to thumb a lift and abandon the car. In 1958, traffic was sparse on the A46 in the late evening, but I was not too worried having frequently hitch-hiked on this road during the previous four years. After about fifteen minutes a car drew up and to my surprise it was an immaculate Ford "Y". Seeing our predicament, the driver offered to fit his spare until we reached Bath, when he would restore his spare and continue his journey to Exeter. We gratefully accepted his plan, but were slightly worried when he started off ahead of us.

We had only covered about three hundred yards when it was clear we had another puncture, on the left front, and our Samaritan was out of sight. An anxious wait ensued. Twenty minutes later he returned, mystified that we were not behind him. The spare was refitted to his car and we set off for Bath. He dropped my friend off to catch a bus to his home and insisted on taking me right to my parents' house, refusing any reward. I wonder whether today's "Y" club members would show such generosity of spirit. The Samaritan produced a small hydraulic jack to lift my car. He insisted this was part of the standard tool kit supplied with his car, but to this day I find it hard to believe such an expensive item came as standard. Do any club members recall this jack?

My brother ran a Morris 8, which used the same size tyres as my Ford and he was home for the weekend. Could I persuade him to buy a new set of tyres and let me have the old ones, which I knew had 2-3mm of tread? He generously agreed I could have both tyres and inner tubes and we spent much of Saturday ferrying wheels from my stranded car to the tyre supplier and back, using stone from dry walling to support the wheel-less side. For future peace of mind I also acquired a spare from a scrapyard.

Some months later, after carrying some heavy weights in the back, I noticed a list to starboard. A block of wood, placed by a previous owner to support the chassis "U" channel over the rear wheel-arch, had broken away revealing a split in the very rusty member. It was time for a change. The listing ship was purchased by a colleague, as spares, for £10. No regrets though, this car transformed my social life and girls seemed to enjoy the unpredictable nature of travel in the "Y". It was certainly a steep learning curve for me and of course could not be experienced in today's world of MOT requirements.

**Paul Ragbourne,**

# Events

Mon 9 April	Coleford Carnival of Transport, Glos. www.colefordcarnivaloftransport.co.uk	Mike Cobell 01594 834321
22 April	National Drive-it Day	
22 April	Classic & Vintage Ford Day. The British Commercial Vehicle Museum. Leyland Lancashire. Museum- 01772 451011	Bruce Allan 01995 601041
<b>29 April</b>	<b>33rd Annual General Meeting Willoughby Village Hall CV23 8BH</b>	<b>Bob Wilkinson 01832 734463</b>
25 -27 May	Enfield Pageant of Motoring Middlesex. Note, <u>not</u> Monday this year.	Jim Miles 07901 561866
<b>17 – 21 June</b>	<b>Visit to Co. Durham See below</b>	<b>Graham Miles</b>
6 – 8 July	Scandinavian Ford V8 Meet 2012 Zealand, Denmark. Caters for our cars.	www.fordv8.dk
<b>22 July</b>	<b>Old Ford Rally Gaydon Motor Heritage Centre</b>	<b>Bob Wilkinson 01832 734463</b>
<b>14/17 Sept</b>	<b>North Norfolk Railway '40s weekend Sheringham. See below</b>	<b>Jo Hanslip 01945 430325</b>
23 September	Join the Austins North Yorkshire moors. See below.	Steve Waldenberg 0113 226 7497
4 November	Committee meeting Village Hall, Willoughby	Bob Wilkinson 01832 734463
16/17/18 Nov	Classic Motor Show NEC Birmingham	Geoff Salminen 0121 427 2189
<b>Events 2013</b>		
4 February	Committee meeting Willoughby village hall	Bob Wilkinson 01832 734463
14 April	34 <sup>th</sup> Annual General Meeting Village Hall, Willoughby	Bob Wilkinson 01832 734463

## The Durham Trip (17 – 21 June) and the 'Add on'.

To date, with the exception of Carol and Bruce in Lancashire, it's quite disappointing to note that all those who have booked in are from the south-east of the country. It had been hoped that local members would be joining us, if not for the full period, at least part. Obviously, we're not expecting people living in the area to stay at the Hotel, although this can be done at a very reasonable rate, but to join in on some or all of the events. I'm certain many will already know the hotel we are using, if not I'll give it a plug:-

**The Three Tuns Hotel** is part of the Swallow group of Hotels. Its address is **New Elvert, Durham DH1 3AQ. Tel 0190 386 4326**. The accommodation is very reasonably priced with a double room, breakfast and evening meal costing just £85 per couple or £52.50 per night for a single room. A credit card will secure your reservation. We are there from Sunday 17<sup>th</sup> until Friday 22<sup>nd</sup> June, which is the scheduled departure date. Mention the club when booking to get this rate, and book all or part of the time.

Now to the 'Add-On'. Several of those travelling up from the south have expressed the view that, having made such a long trip (by Model "Y" standards), they would like to extend their time in the area. Last summer I stayed in Darlington whilst using my "Y" and left after breakfast to be back home by late afternoon, home being just north of Watford,

which seems to suggest it's not too far. As requested I'm now considering an 'add-on' at Pickering for Friday and Saturday nights. I have already spoken to several small Hotels in the area, though, depending on take-up, we may need to split the group. The big attraction in the area is the **North Yorkshire Steam Railway** which, on leaving Pickering, passes through spectacular scenery en route to Whitby. A scheduled steam train departs at 0900 hrs arriving at 1035 hrs, giving a full day in Whitby with a return departing 1730 hrs, arriving Pickering at 1900 hrs, just in time for an evening meal. Sounds good to me!

If you wish to contact me my email is [graham@familymiles.com](mailto:graham@familymiles.com). I look forward to hearing from you. Yours, Graham Miles.

## Old Ford Rally. Sunday 22<sup>nd</sup>. July 2012.

Venue: Heritage Motor Centre, Gaydon. CV35 0BJ. Just off M40, J12. Brief Details: The good news is that the charge to EXHIBITORS HAS BEEN REDUCED TO £5.00 PER CAR (max. 4 people) TO INCLUDE MUSEUM ENTRY. (The club will have some complimentary passes rationed for helpers only).

This new pricing regime will ensure that numbers of exhibitors attending will be even higher than last year when pricing was per person. TELL ALL YOUR OLD FORD FRIENDS! Application forms for Traders and individual Vehicle Exhibitors are now available on line at:

[www.heritage-motor-centre.co.uk](http://www.heritage-motor-centre.co.uk) - go to Events page, or contact me on [bobwilkinson49@hotmail.co.uk](mailto:bobwilkinson49@hotmail.co.uk)

or write to me with a SAE for return. If you wish to volunteer to marshal at the event for a while - ...please contact me. More news in the next issue.

Bob Wilkinson

## North Norfolk Railway 1940s weekend

Friday 14<sup>th</sup> to Monday 17<sup>th</sup> September 2012.

Links Country Park & Golf Club, Nr. Sheringham. Three nights dinner, bed and breakfast at £330 per couple; 2 nights at £220. If you are interested in coming and joining in this fun weekend, with or without your car, then please contact me for details. (If you are bringing your "Y", "C" or other classic, you do not have to dress in '40's gear, although I would recommend it as it adds so much to the fun of the weekend).

We already have 16 rooms booked and the hotel informs me that they have a few more available at the moment. If you would like to book, please telephone the hotel direct on 01263 838383 and speak to either Lynn



*A typical scene at the North Norfolk Railway week-*

or Kirsty and tell them you are with the Hanslip party and you will get the preferential rate. Once you have booked, please let me know so that I can order the correct number of free passes for the railway for the Saturday and Sunday. I hope to see you there.

Jo and Roger Hanslip.  
[jo.hanslip@btopenworld.com](mailto:jo.hanslip@btopenworld.com)  
 01945 430325

## Join the Austins on the North Yorkshire Moors.

**Sunday, 23rd September**

Once again Jarvis Browning and Steve Waldenberg, 'Transverse Torque' publisher, will be having a leisurely run in their Austin 10s up into the North Yorkshire Moors. Some dramatic scenery is promised with a good pub lunch at the end of it.

Meet near Jarvis' home on Main Street, Fadmoor at about 10.30 am, (South View Camping site) just up from Kirby Moorside, which is on the A170



road to Scarborough. We will then drive over some moorland roads to the Lion Inn at Blakey Top. Alternatively, join Steve from his home in Bridlington at 9am (Evesham Croft, YO16 7BD)

Can we expect a few Yorkshire/North East Y&C Register members? This could be a good example of Ford v Austin!

Contact Steve Waldenberg, Tel:- 0113 226 7497  
 email:- [steve@cpsairedale.co.uk](mailto:steve@cpsairedale.co.uk)

## Members' correspondence.

### Ford Centenary display

Charlie Vining owns the only known Model "Y" on Guernsey, one of the Channel Islands. He was invited by the main Ford dealer on the island, Bougourd Ford, to help them celebrate their centenary along with that of the Ford UK. In their write-up on the event, the Guernsey Press related that "*Pride of place went to the blue oval's senior citizens, a Model T dating from 1915 - I never knew the Amish made their hickory wheels - a 1930s Model Y and a Model A doctor's coupé.*"

Charlie visited the Club stand at the NEC, clutching the newspaper report, ready to hand it over to me for the magazine, but I was absent! Sorry Charlie.

### A bit of trumpet blowing!

One member, having made a very generous loan towards the Y&C book publication, commented, "Let's hope for a good turnout at the AGM with positive voting.

I'm sure the members will appreciate the great efforts of existing officers and committee in maintaining the 'club' in such a positive, financially stable manner, whilst providing a good variety of support to all

members via the varied social events calendar and what seems to me to be wonderful support to members in the areas of replacement parts and technical advice.

I've been a member of various MG clubs over the years, and I have to say that it has been a great pleasure to meet various Reg-



*Charlie Vining's November 1935 Tudor Model "Y" (Y116708) as one of the 'senior citizens' at the Bougourd Ford centenary display on the island of Guernsey in August.*

ister officers, all of whom have been so willing to chat and advise, a real credit to such a small group of people who certainly seem all to be 'pulling in the same direction'.

### Lisa's 'Billy'

Lisa Pawsey, from Barnstaple in Devon, fell in love with and bought a Model "Y"

pick-up in 2010 following a visit to a classic car show in Braunton. Her story was written up under Members' Correspondence in issue 187. Although motorbikes are her first love, she took the "Y", now called 'Billy', to a number of shows during the remainder of that year. Then silence - until now.

I was delighted to receive an email from her, but sorry to hear the reason for the silence. "*Thought I would drop you a line, it may seem I have fallen off the face of the earth. I haven't! I got knocked off my motorcycle in the summer, so things have been a bit rubbish. That's the bad news. The good news is that Billy is still very much alive and well. My dad has been looking after him as I haven't been able to. He passed his MOT and was the talk of the garage. They had to adapt their ramps to get him on as he is skinny. He will be back out in the spring if the weather is good, after he has had*



a service and health check. I am sorry I have been illusive, but I am still aiming to meet up with everyone at some shows this year.

Also, I would like to commit to buying your second edition book - with a personal autograph to Billy and me from the author I hope!!!!

to complete my record.

Turning to actual car restoration, I have to admit your proddings over the years have worked and I am now about halfway through a nuts and bolts restoration of BPU 784. Never before have I been committed to such standards of restoration. [BPU has been in John's possession since 1964! - Ed.]

dering if you could shed some light for me on the radiator grille badge. You see, the chrome spoon had been removed from my project prior to my ownership and had fitted a Ford Popular badge. I just assumed that this had been acquired in its dim and distant past incorrectly. But I have since been told that some of the later ones had been fitted with the popular badge in recognition of the title "The Popular Ford" it all sounds a bit fanciful to me however." I replied that it was 'fanciful'. The title Ford "Popular" was accorded the Model "Y" as early as September 1934 on the launch of, and to differentiate it from, the "De Luxe" Model "C". Member, Yvon Precieux, who is also the Pre-war Registrar of the Sidevalve Owners' Club, confirmed by adding, "The radiator badge belongs to the grille of the 103E Popular model manufactured between 1953-1959. The 103E was the last of the 'Sit up and beg' cars and was manufactured alongside the more modern styling of the 100E models."



Billy in front of Lisa's motorbikes. We look forward to seeing her and Billy (Y195354) on the circuit this year.

**An ex-Editor reports.**

Those of you who have been following the '20 years ago' series of articles will be familiar with the name of John Guy, who was the Editor of 'Transverse Torque' until Siobahn, his hard-working assistant editor, appeared at a committee meeting nursing 'a bump' (see '20 years ago' in the last issue and photograph in issue 74), which was the reason for him standing down after nine years.

John writes, "Please find enclosed my order for your revised book. I have been looking forward to its publication for some time. Congratulations on completing such a tremendous project.

I must also express my thanks for the last nine years of compulsory nostalgia via your '20 years ago' section of Transverse torque. Beware, it is now coming up to your turn to be reminded of things you may have forgotten, or worse still, thought to be only a few years ago [We are already there John, remember I was chairman from 1987 to 2001! - Ed.]

Congratulations are also due for the magnificent standards achieved in the magazine under your guidance. A far cry from the first typed sheets. Speaking of which, I have discovered I have all issues except for the first three. If your archive has copies of these, I would be grateful for photo-copies

In addition, you may be pleased to know that I am recording everything I know of the history of the car, together with the story of its restoration for the archive and



The rogue 103E radiator badge purchased with Colin Ellis' Model "Y"

maybe the magazine."

As a P.S. John adds "My now 19 years old 6ft son ('the bump', issue 74) seems to have inherited the engine oil gene. He is on his eighth vehicle since passing his test 18 months ago and is off to study engineering at university."

**Radiator grille badge.**

Colin Ellis questioned the origin of a grille badge which was with his Model "Y" when it was purchased. He asks, "I was won-

**Royal successions during the Ford Model "Y"'s life**

The Ford Model "Y" was built from 1932 to 1937, so in 2012 is between 75 and 80 years old. In this Jubilee year, I decided to find out how many monarchs would have seen them.

Ford's factory at Dagenham opened in 1931

King George V King from 6 May 1910 until death 20 January 1936.

King Edward VIII King from 20 January 1936 until abdication 11 December 1936.

King George VI King from 11 December 1936 until death 6 February 1952.

Queen Elizabeth II Queen from 6 February 1952.

Graham Rudd. [Only one more than me! Ed.]



# 20 years ago.

## Issue 75 (February/March 1992)

This was the second issue (and last for the time being) that I had edited, volunteers to take over the task from John Guy and Siobahn being backward in coming forward. However, As Chairman, I was pleased to announce that Ken and Kath Devine from Oldham had taken up the challenge and would be editing the magazine from issue 76 onwards.

Of the ten new and rejoining members announced, only John Shepherd, from Chesterfield, is still on board as a member with his mustard and black bodied May 1933 Tudor short rad, distinctive by its chromed radiator grille surround. John appeared at a few of our gatherings in the '90s, but, to my knowledge, has not been spotted recently. Incidentally, this car appears in Dave Turner's book on "The Ford Popular and the Small Sidevalves", sporting a single colour livery, but with the complete radiator grille chromed. That photograph was taken in 1982. John, I do not have the history of WF in the archive, please send me a copy of the log book and any known history.

Other cars new to the register (all Model "Y"s) were Alan Higham's Tudor, now owned by Bob Tarling, John Legerton's recently restored Tudor, which was for sale by Rob Christie some time ago, Tony Wilkinson's Tudor, Melvyn Thorne's green Tudor, which I note is still listed as unrestored, and Graham Morris's Tudor, which he has since sold. If anyone knows the whereabouts of TSK 501 or CLA 553, please let us know.

David Newman sent in two photographs from a 1965 issue of 'Jaguar Apprentices' Magazine', depicting the stupid things we used to get up to in those early days of car ownership. The photographs were taken on a production car rally held at Corley Rocks, near Coventry. Those were the days!

### Technical hints and advice.

Bob Wilkinson provided some advice:- "A friend's near accident and the death of a colleague some years ago whilst working on his classic car, prompts me to suggest some thoughts:-

1. Axle stands. When working under a "Y" or "C" for anything other than routine wheel change, always use axle stands. In our last edition of Transverse Torque, we showed Andy Barr's dad fitting front wings with the car supported by a substantial trolley jack. To be fair, he is not working under the car, but I know I often have been tempted to crawl underneath in such circumstances just to check something else whilst the car was off the ground.

It is frequently the case that, in tightening or untightening old bolts, etc., that a great deal of leverage is applied to the whole car, not just the spanner, and accidents happen unless it is properly supported. Oh - and don't use bricks instead - find some stout wooden blocks if you don't have proper stands.

2. Electrics. It is a good idea to fit a battery

master switch on our cars, or to disconnect the terminals if leaving the car overnight. Even with good wiring insulation - and many of our cars are less than perfect in this regard - electrical problems will arise. A faulty cut-out will attempt to turn a dynamo into a motor by reversing the flow of current when the engine is switched off. Only with a very slack fan belt will this be possible and thus the outcome will be a burnt out dynamo or a serious under-bonnet fire.

It is possible to fit an in-line fuse between the ammeter and the dynamo cut-out (say 15 amp fuse to allow the dynamo to charge at say 12 amps without blowing the fuse) and this will reduce the risk of such a problem. Battery disconnection or isolation will obviously obviate all these difficulties and safeguard a good battery from being "flattened" by a short circuit or inadvertently leaving a light (the panel light is favourite) switched on.

**Warning.** Do not attempt any electrical repair or alteration unless you are sure of your knowledge and skills."

In addition to his instructions on restoring a fixed roof, Ken Clarke also gave the following tips:- "Regarding the comments on end float on king pins, yes it does make a lot of difference to brake operation. If there is end float, the tendency is to try to lift the front of the car when the brakes are applied hard! Also, if you adjust the brakes very close, with the car jacked up, when it is lowered down again, the brakes come on hard and you can't move the car (I've done it)! Also, too much end float and it will fail the M.O.T. anyway.

Regarding drag link ends, Metro ones are ideal as they have a long thread to go through the track rod eye. If the ends are cut off the old drag link, the bar can be threaded to take the Metro ends.

I have had a problem in the past with gearbox oil leaks when hot and, eventually, traced it to the lay shaft fit in the casing. There are two ways of getting over  
Cont'd on page 18



*John Shepherd taking part in the driving tests at the 1993 Stamford Hall Register gathering with his distinctive chromed radiator grille surround short rad.*



*Caption from the Jaguar Apprentices' Magazine', "Man versus machinery - Jim Locke checking the altitude achieved by Nick Clarke's Y Type Ford whilst passing over Corley." [By Y Type Ford, I believe he means Ford Model "Y"! - Ed.] "*

- Wise after the event.



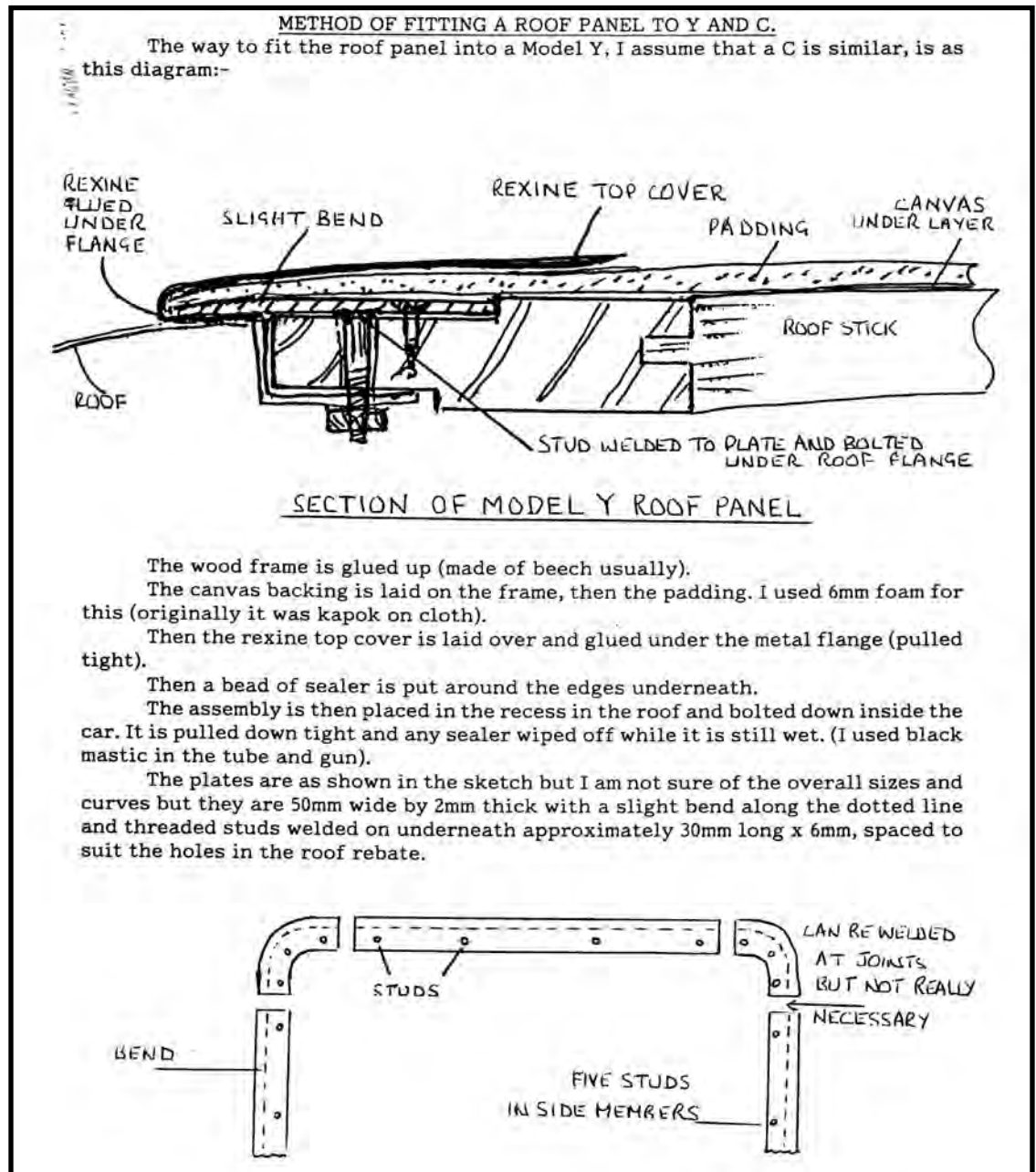
this, 1.) Machine grooves 1/8<sup>th</sup> inch from each end to take small rubber 'O' rings or 2.) Degrease everything carefully and coat the holes with Locktite, "Lock'n seal" (blue). It works well and is easier. With the steering box, if you have a bit of wear and the usual total loss lubrication system(!) use Penrite steering box lube instead of EP90 oil. It does not leak out and takes up all the slop. I've used it in mine for a year now and not had to top it up at all."

In my Chairman's News-letter, I commented "that the heart and soul of the Register is healthy and throbbing away" following the number of letters and phone calls (pre-email!) received over the Christmas and New Year period from members. The down side was that Jim Fitzgerald in Ireland could not raise any enthusiasm from our Irish members for the Dublin to Cavan road rally in May. [I am still, 2012, waiting to hear from a volunteer to take over the reins of the Regional Contact for Ireland - Ed.]

I also wrote a pathetic article on the 60<sup>th</sup> anniversary of the Prototype, which, because it was before I had carried out my research in the Henry Ford Museum archive, was wildly inaccurate and mixed up the Prototype with the Pre-production models. Hopefully the article in this issue on the 80<sup>th</sup> anniversary of the Prototypes and an article in a later edition covering the Pre-production models will correct the anomalies in issue 75.

Sam Roberts.

Ken Clarke, also from Coventry, sent in a valuable guide to replacing the fixed roof on the Model "Y". The addition of the outer, slightly bent steel frame was incorporated in production on later models, but is recommended for all Model "Y"s as it does stop leakage between the fabric roof and the roof of the car. If any member wants further details, please contact me (Editor).



# Fiscal horsepower.

by Colin Rowe

When reading Sam Roberts` item (Transverse Torque Issue 191 July-August 2011) headed "The Road Fund tax" and re-reading chapter one - "The need for a Small Car" of Sam`s fantastic book "Ford Model Y - Henry`s Car for Europe" - I was reminded of my college days as a young engineer during the early 1960s. The class of students was tasked with a laboratory experiment to carry out a series of tests on an engine, using a dynamometer (water brake) mounted petrol engine, which just happened to be a 933cc Ford 8 power unit donated by the local Ford Main Dealer. Incidentally, just one year after I completed this experiment, I bought my first Ford "Y" for £5, a 1933 model affectionately known as "Annie", named after its previous owner.

One of the questions posed by the lecturer at the time of the experiment was that we (the students) should attempt to account in our conclusions to the experiment for the "difference" between the 8hp (RAC formula) rating of the car engine on test and the empirical maximum horsepower developed during the dynamometer test.

With the experiment completed and the results from the data collected, the maximum power output of the engine was calculated to be around 22 hp at 3700 crankshaft r.p.m. Research into the basis of the "RAC formula" applied by Colonel Holden of the Royal Artillery and adopted by the treasury in the 1910 Finance Act (the Budget), showed that in the standard indicated horsepower formula (theoretical) for an engine:

$$ihp = \frac{\text{efficiency} \times \text{cylinder pressure} \times \text{piston speed} \times (\text{cylinder diameter})^2 \times \text{number of cylinders}}{168,067}$$

If efficiency (0.75), cylinder pressure (90 psi) and piston speed (1000 ft/min) are set as fixed values, i.e. constants in the formula, regardless of engine type, and the constants are all combined in compatible engineering units, the formula rounds to:

$$ihp \text{ (indicated horsepower)} = \frac{(\text{cylinder diameter})^2 \times \text{number of cylinders}}{2.5} = fhp \text{ (fiscal horsepower)}$$

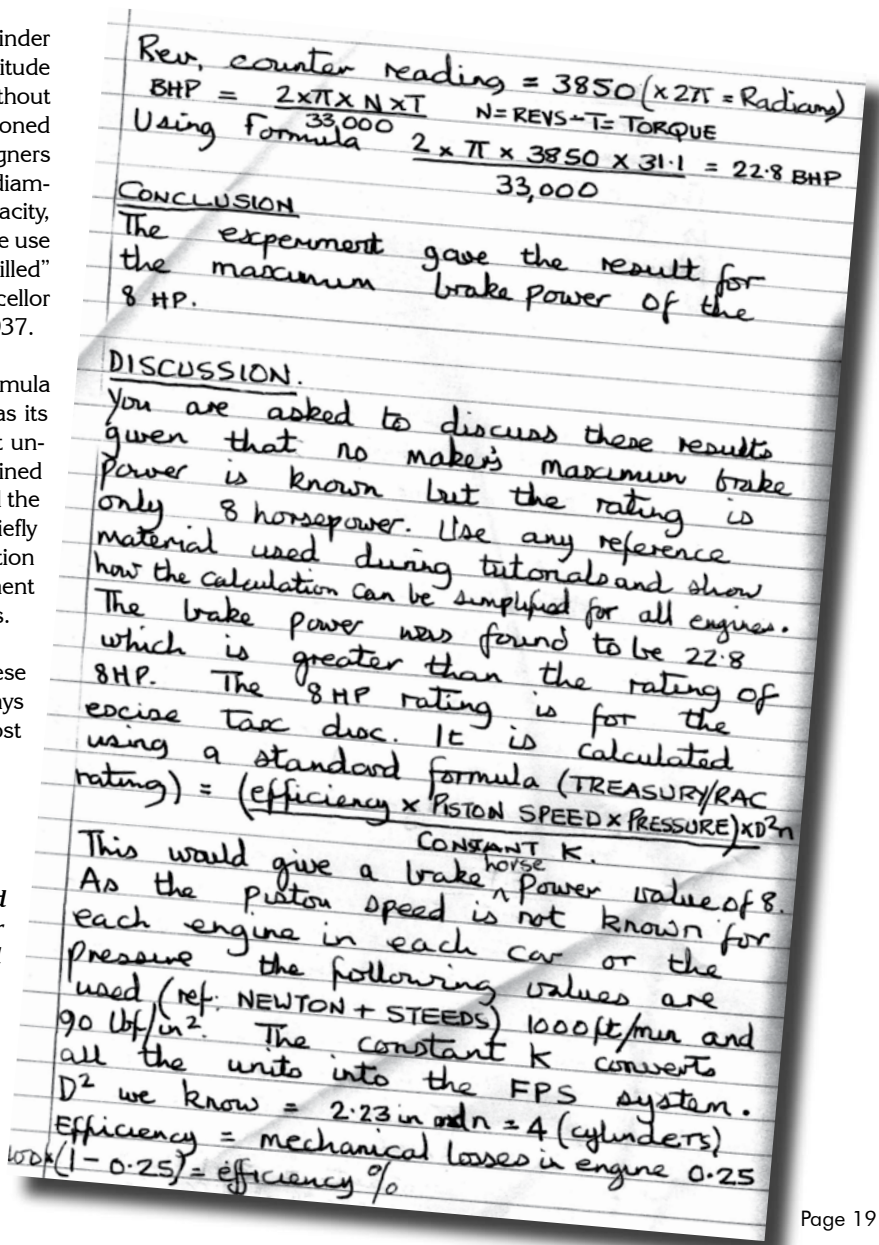
i.e., leaving the cylinder diameter and the number of cylinders as the only variables (as in the "RAC Formula"), giving, in 1910, at best an estimate of power output.

Engine development was rapid after 1910, so cylinder pressures and piston speeds soon doubled in magnitude in practice. The "RAC formula" remained in use without the constants being increased until it was abandoned for motor taxation purposes in 1947. Engine designers were then free to substitute an increase in cylinder diameter for a reduction in stroke for a given cubic capacity, which then became the basis of motor taxation. The use of motor taxes for road fund purposes had been "killed" by Winston Churchill in 1926, when he was Chancellor of the Exchequer, and was totally abandoned by 1937.

So, in the case of a Ford Model "Y" the RAC formula gave a rating of 8hp for taxation purposes, whereas its true maximum power output is around 22hp - just under 3 times greater - accounted for by the combined increase in cylinder pressure and piston speeds and the variation of efficiency in the formula above; due chiefly to a better understanding of the process of extraction of energy from petroleum and the further development of engineering materials and construction methods.

It is interesting when I deliver my own lecture these days, entitled "Going for a Spin", about the early days of motoring, this power "difference" is still the most frequently raised item at question time.

*This is page 2 of 3 of Colin's report (dated 16<sup>th</sup> October 1962) on his brake horse-power experiment and its comparison with fiscal horse-power. On page 3 there is a goodly amount of 'red ink' from his lecturer and a marking of 7 out of 10!*



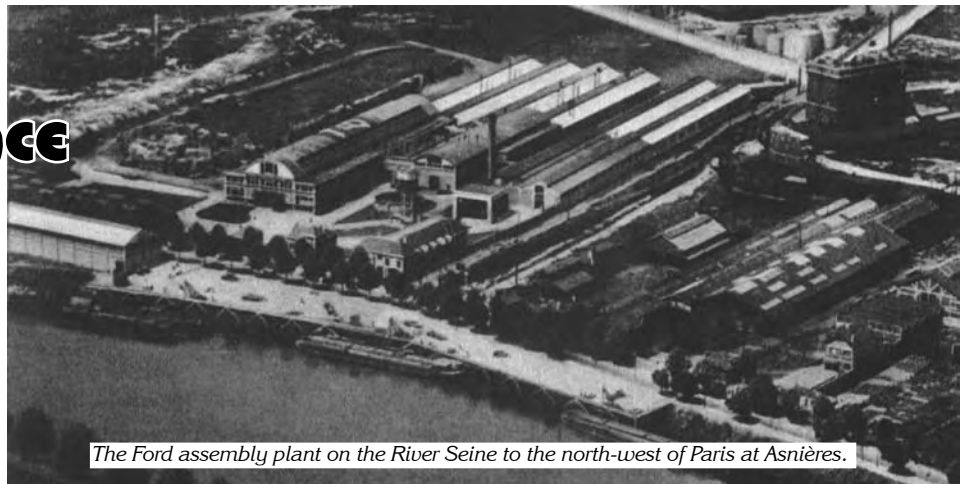
# International Correspondence

## French brochures from Spain.

Luis Cascante reported, "On December 3rd, I visited AutoRetro, Barcelona's auto-jumble. Whilst rummaging there, I came across three issues, numbers 10 (November 1931), 16 (November 1932) and 17 (January 1933) of La Revue Ford, the Ford of France bimonthly magazine, on two different stalls! These were superbly edited magazines, designed and printed by the famous Draeger of Paris. All three issues have spiral bindings and contain some splendid Art Déco drawings, together with good period photographs.

Number 16 is much smaller than the others, with a double number of pages (56) and devoted solely to the 6CV, the Asnières assembled Model "Y". That issue seems to have been intended as a promotional booklet. It contains plenty of sensational watercolour drawings, as well as the usual descriptions, specifications and technical drawings.

Prices of the 6CV are stated: 17800 FF (£199.30) the Tudor and 19800 FF (£221.70) the Fordor. A supplement of 1200 FF was asked for the De Luxe finish. No mention of the Model "Y" van is made in the booklet. All cars featured have right hand steering, with the tail light on the off-side rear mudguard; on the Spanish as-



The Ford assembly plant on the River Seine to the north-west of Paris at Asnières.



The art deco symbol of the 6CV - La 6 chevaux Ford. The horses represent 'Luxe', 'Travail', 'Liberté', 'Économie', 'Utilité' and 'Progrès'. The English copied this idea for their 8hp Model "Y" promotional literature, but with 8 horses!

sembled Model "Y" that light was placed on the nearside mudguard."

Luis has kindly had a replica of the No.16 booklet printed and spirally bound and has donated it to the Y&C Register library. Many thanks Luis.

## Germany

Harald Kaup, from Duisberg, has purchased a Ford Köln bulkhead and bonnet off ebay and asked for some details about it. He also has been given details of the manufacturer's plate here is the gist of the two emails:- Harald writes, " .... on the manufacture plate is written: Ford Motor Company AG Berlin Köln a/Rhein, Motor und Chassis-Nr.: 127106, Hubvolumen 921 ccm, Steuer-PS 4, eff. PS 21, Eigengewicht 685, Tragfähigkeit 4 Personen. Can you tell me something about it with this poor informations given?"

I replied, "The bulkhead and bonnet belong to a Ford Köln, probably manufactured in the Cologne factory in March/April 1936. The chassis (original engine) number is Y127106, which will be a number in a batch of numbers allocated to Ford Motor Company A.G. by the Ford Motor Company Ltd. here in England.

The Hubvolumen is the stated cubic capacity of the engine. In fact the true cubic capacity is 933 ccm (Bore 5.66 cm and Stroke 9.25 cm). However, to convince Adolf Hitler that the engine was different to the English one, an approximation was made for the value of Pi. The Steuer - PS is the Fiscal Pferde Stärke on which the road tax for the Köln was based. This is based on a formula which is dependent upon the bore and the number of cylinders. The Eff (ektiv) PS is the true horse power measured on a brake dynamometer at 3,400 revs per minute (r.p.m.) The English Model "Y" (same car basically) was rated at 23.4 brake horse power, it being



A clever collage from the brochure showing a lady driving down an avenue of trees. The view from the windscreen is in fact on the next page with a rectangular hole in this page! Note the view in the rear view mirror, the fact that the lady drives at 20 to 4, rather than 10 to 2 and that the car is right-hand-drive, as were all the early export Model "Y"s. Note also the spiral binding on this high quality Draeger publication.



The title page of the No.16 (November 1932) issue of La Revue Ford, which was devoted to the launch of the Model "Y" (La 6 chevaux Ford) in France. CV is the abbreviation for Cheval Vapeur, literally Horse Power.

measured at 4000 r.p.m. Again, Cologne wanted to appear different to the English car. The Eigengewicht, as you are aware, is the dead weight of the car in Kg. The car is designed for 4 people."



A similar manufacturer's plaque to that on Harold's bulkhead. However, note that this one, belonging to Y74155 (manufactured August 1934) shows a weight of 700 Kg.

## Spain

Luis Cascante reports, "In the magazine 'Autoretro' 2011, I found the attached photograph of a 1936 Modelo 10 [Barcelona assembled Model "CX". Ed.] recognisable by the pressed steel wheels. Unfortunately the registration plates are not visible, making it impossible for me to obtain more information on the car, except that it was a car for hire, as can be inferred from the small plate carrying the letters SP (Servicio Público)."



A lovely period shot of a couple with their hired 1936 Modelo 10 somewhere in Spain. Note the pressed steel wheels imported from Ford of Germany for assembly at the Ford Ibérica plant in Barcelona.

## The ubiquitous New Zealander, Ian Scobie

Ian is a farmer near Invercargill at the southern end of the South Island of New Zealand. He farms six 'paddocks' (large fields) covering 250 acres. He does not have a computer, so we have communicated by quill pen over the last few years. In his last letter, he reported, "September was the wettest Spring on record; 106 mm for the month

### The Ford Model Y & C Register

and only 11 days with no rain. Then 60 mm in October with 42 mm in one 24 hour period. November was not much better with 120 mm with only 7 days with no rain. Gathering crops is a hassle!!! We should have all our crops in by now (end of November) as well as baleage done. All we have done is 2 paddocks of oats in, another 2 paddocks are ploughed and worked up, while 2 paddocks await ploughing!"

In 2009, Ian bought a July 1933 short rad Model "Y" (Y30759), which would have been exported from Dagenham to The Colonial Motor Company, Ltd. in Wellington, New Zealand, in wooden crates and assembled there. Although outwardly sound-looking, the car needed a full restoration. Sensibly, he joined the Ford Y&C Model Register and the South Island Ford 8 & 10 Enthusiasts Club, based on Christchurch. With a supplies of spares being flown out from our spares officers and much DIY work being done by Ian himself, the restoration is now well under way. So much so that in the January/February South Island 8 & 10 Newsletter five superb photographs of the partially restored and already painted short rad appeared.

Then, out of the blue, I was telephoned by Len Barr, the Registrar of the of the pre-1927 Standard Club, saying that he had just returned from staying with Ian on South Island and had a host of goodies to pass to me (including £100 for two copies of the yet-to-be-published Y&C book, plus postage!). I met up with him at a mutually equi-distant town (Marlborough) and enjoyed lunch with him in the Royal Oak. I was handed a letter which said, "Further to my letter of late November, when I wrote that we were so wet, December was the total opposite. It was the driest December in over 40 years, with 6 mm of rain. We were so dry. Come January, the poor cows had no grass to eat; our winter crops hadn't grown, but we did get the hay made. Since 12<sup>th</sup> January, we have had 5 inches of rain. The paddocks are greening up nicely as they were so brown." I suspect our summer in the south, here, is going to be similarly dry!

Not content with being contacted by Len Barr, two days later I received an email from member, Jenny Bone, in the depths of the

Blue Mountains in New South Wales in Australia saying, "Just thought I would let you know we had a visitor from South Island, New Zealand, a couple of days ago, namely Ian Scobie. He had intended visiting last year, but his father had an accident and he had to postpone, but this time he made it to the Blue Mountains and of course wanted to pop in, as one does, and say "Hello". As you probably know, he is currently restoring a Ford "Y", 1933 built a couple of months earlier than mine and, never actually having seen a complete Ford "Y", he took the opportunity of checking 'Blue' out and made a few mental notes of things of which he was unsure. It was quite amusing actually, Ian's visit was only four days after the Oberon Steam Rally and 'Blue' had been returned to the garage and covered up, but Ian brought dry weather, so Derek took him for a ride in 'Blue' - 4km to Bilpin village. The only trouble was, they ran out of petrol and had to chat up the NRMA guy for a petrol can to buy petrol from the hardware store. I think it all added to Ian's visit and hopefully he enjoyed the afternoon. Maybe next year we can take a trip to NZ and check out his little car - he assured us it would be finished by then."

Note:- NMRA stands for National Roads and Motorists Association - similar to the AA and RAC. Jenny explains, "The chap in Bilpin who runs the local garage is also the area NRMA road assistance mechanic. The garage is opposite the hardware store from where Derek got the petrol - which was lucky."



Y30759 when Ian Scobie bought it in 2009. Then it was a faded original maroon body with Tacoma cream wheels.



Ian's short rad, now painted Orient Blue. That looks like a tractor tyre on the off-side!

## Western Australia.

Derek Wilson rang Bill Ballard from Baldivis in Western Australia recently and confirmed that he had bought a new engine for his Model "Y" sports tourer from Small Ford Spares in the U.K. Amazingly, at around \$4,700 (£3240) to buy and air-freight from the U.K. (including customs) it was still much cheaper than it was to have the previous engine overhauled in Western Australia. By 12th November (which just happened to be his birthday) he had installed the new engine and on that date he drove the "Y" round the block for a few times for the first time ever. He told Bill that he was happy with the engine. "You couldn't wipe the smile of my face", he wrote at the end of November. "Will now have to save for the upholstery and licensing!"



Derek Wilson takes his nearly finished maroon and cream Model "Y" sports tourer for a spin on his birthday in November. This was the first run out for the newly overhauled engine.

## New South Wales, Australia

**Oberon Steam Festival** – and some! Jenny Bone reports, "Just thought I'd let you know we are still out and about with 'Blue', my Ford "Y" [Y36169 - The youngest known surviving short rad – Ed.]. Last weekend we were at the Oberon Steam Festival; starting on the Friday with a vintage vehicle run to the Jenolan Caves. We had had a week of constant rain and, even on the Friday morning, we were woken by a massive storm but, after some deliberation, we decided to risk it and set off. Oberon is only 90km away from Bilpin but, due to the poor road conditions, once we left the Great Western Highway, we trailered the car in the rain. As we approached Oberon town the sun came out. The trip to the Jenolan caves was 49km outward bound and 25km return. The last 5 miles approaching the caves was down hill and single track; there were a total of 30 vehicles and my Ford "Y" was the smallest, but we kept up and, on arrival, set off on a cave tour and then enjoyed a delicious lunch in the hotel restaurant. There are two

access roads to the caves, namely '5-mile' and 'two mile' so, after lunch, we set off up 'two mile' to return to Oberon. 'Two mile' is two miles of hairpin bends and an incline of 1 in 3, but 'Blue' just chugged up the hill in first gear - no problem. At the end of the day, we covered her over and left her on site and then, the next morning, again to rain and a temperature of 9 degrees (Aussie summer time!!), we set off for the showground. On cue, the sun came out and everything warmed up. Saturday was the Parade day, with many, many vehicles from cars, tractors, steam engines and lorries joining in. All the cars set off from one direction and paraded through the town centre, meeting all the larger vehicles coming the other way. This is always a spectacular event. We then returned to the showground for the public display, but then, at about 1.30pm, we had a massive hail storm and this really did dampen things down, which was a shame. We finished the day with an event dinner and tracked back home very late and, amazingly, it didn't rain. Sorry, no photos - it's hard to take shots when you're actually in the vehicle."

## ... and Victoria, Australia

**Dennis Brooks.** In late November a few Members of the Ford 8 & 10 Side Valve Club of Victoria Inc. decided to make the trip to Gunbower to catch up with Dennis Brooks to see how he was progressing with his restoration of the Model "CX" roadster that he bought from fellow member, Keith Pratt. Barry Angus ("Baz") reported in the club newsletter, "Dennis, being the perfect host, supplied a scrumptious lunch, then we moved out to his shed to check out his latest work. He's progressing really well. The body has been stripped back to bare metal and a new timber frame has been made up for the rear deck. The body had a lot of filler and dents which had to be cleaned out and panel beaten. This is all time consuming, but we can see light at the end of the tunnel."

In the same newsletter was a report on the inaugural Victoria "All Ford Day" which was held just before Christmas in Seymour and to which the club had been invited to attend. The turnout was high and included five of the club cars. The judges short-listed Dennis and his sister Doreen's Fordor sedan for a trophy and, after lunch, all trophy winning cars were invited into the hall for the public to view. The happy couple were delighted to be presented with the trophy for the 'Best Pre-War Ford'. It was their first trophy.

Keith Pratt admires the work put in by Dennis Brooks on what was Keith's un-restored Model "CX" roadster (C59737; body no. 20B R274). (He doesn't look too sure about the telescopic shock absorber!). Keith stands in front of a Fordor sedan (C27715; body number 20B S470), which has yet to be restored."



Dennis Brooks and sister Doreen with the "Best Pre-War Ford" trophy and the winning beige Fordor Model "CX" sedan. Note: all Model "Y" and "C"/"CX" sedans manufactured in Geelong were Fordors. Photographs courtesy 'Baz' and Dennis."



# Parts Report.

I had one response arising from my request for ideas to overcome the effects of additional Ethanol in petrol, but, with most of our cars tucked away in the garage, we won't start to consider remedial action until they emerge from hibernation and us with them.

The steering box and brake rod projects are progressing slowly and we should have samples on show at the AGM. I will be in touch with the members who requested one or both items when we have completed our prototypes. In the meantime, I have been re-ordering the out of stock spares. I cannot believe how much prices have increased since we last ordered. Well; that's inflation for you.

I'm apologise for the short report this time round. I am off to warmer climes to warm my old bones. See you at the AGM.

**Peter Ketchell.**  
Spares Officer.

## Annual General Meeting (A.G.M.) spares discount.

Once again, as in previous years, members can enjoy a discount of 10% and a waiver of the normal handling charge on all listed spares items (subject to availability) pre-ordered by no later than Friday April 20<sup>th</sup> 2012 for delivery at the A.G.M. You will be able to pay for and collect them on the day. For example; a "Spring" tune-up kit for your engine, ordered in the normal way, i.e. plugs, points, deluxe HT lead kit and condenser, would cost £44.60. By ordering in advance for collection on Sunday April 29<sup>th</sup> at the Willoughby AGM, you will pay just £35.14 - a saving of nearly £10.00. Please note: there will be no spares available for sale on the day.

**Colin Rowe.**  
Spares Administrator

# Clunky Starting

by Graham Miles a.k.a. 'Doc. Ford'

Recently I noticed I was experiencing 'Clunky' noises when starting my Model "Y" tourer. Half expecting the worst, I removed the starter motor and, with trepidation, peered into the aperture to inspect the ring gear. Alas, I was not disappointed - a tooth was missing. On cranking the engine round, I found a second tooth was also missing; one is unfortunate, two is just plain greedy! This, of course, meant engine out, sump off and flywheel removed.

For those of you who have never had to replace a ring gear, it's quite straight forward. With the use of a drill and about a 3/16<sup>th</sup> bit, drill a couple of holes close to the base of a tooth, then, armed with a chisel and a large hammer, simply split the ring gear. A tip I was given when being shown this procedure, is to partly drill a third hole in order to identify the face on which the drilling took place. With this third hole you have what amounts to a mark to guide the fitting direction of the new ring gear. The mark shows the direction of the teeth relative to the direction of engagement of the starter dog. As it's all too easy to fit the gear the wrong way round!

To fit the new gear you need to get it hot by whatever means are at your disposal. This will of course expand the ring gear, allowing it to drop onto the flywheel. The trick is to get it hot enough on the first attempt, ensuring it drops snugly in place against the collar the first time. There's nothing worse than finding you've not heated it enough and it jams half way. In this instance, the heat will quickly sink into the flywheel making reheating difficult to say the least.

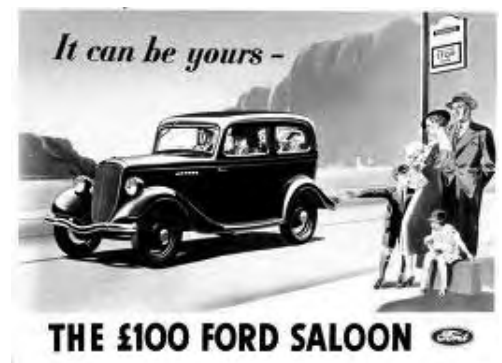
The real question has now to be considered: why had it lost teeth in the first place? Well I have to confess my "Y" tourer is in fact fitted with a 10HP engine. A not uncommon fault with the 10HP over the 8HP is that the starter armature has a tendency to bend the shaft. To check this, remove the Bendix drive and switch, mount the motor in a vice and, with the aid of the battery and a set of jump leads, cause the motor to rotate. Generally speaking, you can visually see if the armature is bent - I wasn't disappointed. With the use of a

# Brightening instruments.

Most of our Y&C Models are let down by instruments which have lost their factory silver finish on their faces. Even restored cars suffer with instruments which have yellowed to varying degrees. Having new faces made in traditional materials would be extremely expensive and cleaning is not reliable. It must be possible, using modern computer techniques - scanning and retouching ready for laser printing - to produce replacement faces on appropriate material.

Has anyone done this already? If so please let us know - Pete Ketchell, our Spares Officer, will be pleased to hear from you. Equally, if you think you can do a trial for the Club - please contact Peter. Let's brighten our dashboards!

**Bob Wilkinson.**



piece of chalk, (having a school teacher wife has its advantages) mount the chalk so that it marks the extremity of the bent shaft as it rotates. Then, I use a 5 feet long piece of steel water pipe that fits snugly over the shaft and simply re-bend the armature back to the correct position, doing so with the motor still assembled and clamped in the vice. When all four splines of the shaft are marked equally with the chalk, job done!

All that's left to do now is put it all together. Oh what a lot of work for something so silly!

However remember, on a four cylinder engine, the point of engagement with the ring gear is only in two areas. As the turned off engine comes up to compression it will stop. One trick I often do if the teeth aren't too bad, is to heat the ring gear and move it round 90 degrees. Rather sneaky that.

Yours the Doc.

## Hire Purchase 1935.

**£5 deposit** is all you pay **TO DRIVE A BRAND NEW CAR AWAY.**

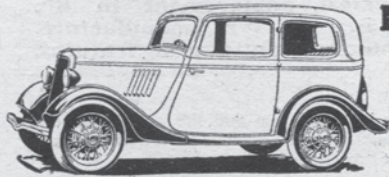
All 1935 models supplied. Send card for details.



Special exclusive terms.

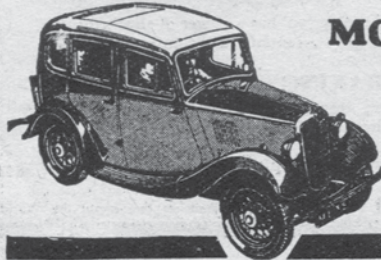
**AUSTIN 7**  
**£120**

**BALANCE**  
**IN 24**  
**MONTHLY**  
**PAYMENTS.**



**FORD 8**  
**£115**

**BALANCE**  
**IN 24**  
**MONTHLY**  
**PAYMENTS.**



**MORRIS 8**  
**£120**

**BALANCE**  
**IN 24**  
**MONTHLY**  
**PAYMENTS.**

### PAY DEPOSIT and DRIVE AWAY SELECTED SECOND-HAND BARGAINS.

Choice of over 150 guaranteed cars at lowest prices. Compare the following, then call and judge for yourself. Terms over 12, 18 or 24 months. Pay deposit and drive away same day.

#### CASH DISCOUNT TO CASH BUYERS

Cash.	Drive Away Deposit	
£115 - 0	1934 HILLMAN Minx de luxe saloon, as new ..	£11
£105 - 0	1933 M.G. Midget 2-str., duo blue, excep. condition ..	£11
£105 - 0	1934 MORRIS 10/4 de luxe saloon, in almost new cond. ..	£8
£75 - 0	1933 HILLMAN Minx sun saloon, red and black ..	£8
£75 - 0	1-34 MORRIS Minor de luxe saloon, choice of three ..	£7
£65 - 0	1932 HILLMAN Minx c built saloon, excellent cond. ..	£7
£55 - 0	1932 TRIUMPH 8 de luxe, saloon, sun roof, 4-door ..	£6
£55 - 0	1933 FORD 8 2-door saloon, exceptionally good order ..	£6
£52 - 0	1932 MORRIS Minor 2-seater, taxed, new condition ..	£5
£42 - 0	1931 MORRIS Minor 2-str., s.v., taxed and insured ..	£4
£38 - 0	1930 TRIUMPH Super 7 saloon, very good order ..	£4
£24 - 0	1929 AUSTIN 7 saloon, good condition throughout ..	£3

Cars, three-wheelers and motorcycles bought, sold and exchanged.

#### 3-WHEELERS

£89 - 0	1934 B.S.A. 4-cylinder, black and green, condition as brand new ..	£9
£58 - 0	1933 B.S.A. Family de luxe, one owner, good order ..	£6
£43 - 0	1932 B.S.A. sports de luxe, black and red ..	£4
£42 - 0	1931 MORGAN Aero Special, grey and green ..	£5
£19-10	1930 MORGAN 2-seater, o.h.v., super sports, Jap, fast ..	£4

LIST FREE

Fill in the Coupon and leave the rest to us—

I am interested in a ..... Model.....  
price £.....I wish to pay a deposit of £.....  
and the balance over .....months. I have the following to exchange  
.....year.....price required £.....  
Name .....  
Address .....

**PRIDE & CLARKE Ltd.**

LIGHT CAR SPECIALISTS

237, BRIXTON HILL, S.W.2 'Phone : Brixton 6414 (8 lines)

## Courteous Driving.

A recent letter to 'Honest John', the motoring guru in the Motoring supplement of the Daily Telegraph read:-

*I understand that the police have stopped and charged some classic/vintage car drivers for proceeding at 40 m.p.h. on an unrestricted single carriageway with a queue of traffic behind them. Rule 169 of The Highway Code clearly states, "Do not build up a long queue of traffic, especially if you are driving a large or slow-moving vehicle. Check your mirrors frequently and, if necessary, pull in where it is safe and let traffic pass."*

Although our vehicles are capable of greater speeds than 40 m.p.h., members should always be aware of what is happening and possibly building up behind them and take the appropriate action as stated in the Highway Code. Causing congestion by becoming what is in fact a mobile lane closure, not only causes frustration amongst those following, with the possible danger of an accident, but also does not warn the public to the classic car movement.

**Keep an eye on the rear view mirror.**

## FORD EXTENSIONS

Modern Assembly Plant at Brisbane

*Extract from The Courier-Mail newspaper (published in Brisbane, Queensland, Australia) dated Monday, 18<sup>th</sup> January 1937*

The large extensions to the Ford plant at Eagle Farm, Brisbane, started last April, and completed recently, have doubled the size of the original plant. Increased facilities have speeded up deliveries in this State of Ford V-8 cars, trucks, and utilities, English de luxe Ford cars, and English Fordson tractors.

Built in the best traditions of Ford assembly plants, the new premises are a notable contribution to the industrial buildings of the State. The frame is of steel construction with steel columns and roof trusses throughout. The walls are of glass, capped by an attractive brick parapet, and divided into panels by stout concrete pillars. Hundreds of tons of steel and thousands of cubic feet of concrete have gone into the construction. The roof is of fibro cement for the reduction of heat, and to minimise condensation on the underside. Reinforced concrete columns, 3ft by 2ft 3in, extend from the ground level to the underside of the beams around the external walls. Stringer beams 4ft by 2ft 3in rest on top of the columns. Internal stanchions are spaced 40ft by 48ft.

The question of ventilation has received careful attention, and an unusually large proportion of the windows are made to open. Geared opening equipment solves the problem of large and awkward sections. Fumes from paint spray booths and enamel ovens, steel dust from grinding and polishing machines are expelled in exhaust systems.



In keeping with Ford practice, working conditions are made as congenial as possible for employees. Labour-saving devices help to eliminate fatigue. Notable among these, are travelling cranes, electrically operated hoists and jib cranes, which do all weight-lifting. Working points are waist high to eliminate undue stooping and working in cramped positions. An endless conveyor carries metal parts from the paint spray booths through drying ovens and thence to points of storage, reducing man handling to a minimum. Throughout the plant there is abundance of natural light due to maximum unobstructed floor space, and the large area of glass, which is of the non-actinic type to absorb the ultra violet rays of the sun, thereby preventing the possibility of eye strain. To provide artificial light for night work 400-watt mercury vapour lamps give lighting conditions approximating natural light.



*The typical Ford assembly plant art-deco exterior of the plant in Brisbane, Queensland. Photograph taken in 2008 whilst construction work was being undertaken by the then occupants, G. James Glass & Aluminium*

## Mid-1932 newspaper report.

### THE 8 H.P. FORD

#### LATEST FEATURES OF THE NEW MODEL

#### FROM OUR MOTORING CORRESPONDENT

The 8 h.p. Ford model is not yet on the road, but its advent is awaited with interest by many. The great point about the cars is that they are of the light and not the baby class, having an engine of 933c.c. capacity, yet costing but £125 and £135 for the Tudor or the Fordor saloon: the tax is only £8 a year, and a comprehensive insurance policy is available for £7 10s for the year. As is generally known, this Ford is being made at the company's new works at Dagenham, Essex, and some idea of the size of these works can be gathered from the fact that 20,000 tons of British structural steel work, 150,000 tons of British concrete, 8,000 tons of British reinforcement steel, 20,000 British reinforced concrete piles, 600,000 square feet of British glass, 300,000 square feet of British roofing metal, 5,000,000 British bricks, 200,000 feet of British steel piping, 1,000,000 feet of British electric cables, and vast supplies of other British building materials have been welded into one mighty whole by the united efforts of thousands of British workmen.

Perhaps the most outstanding features of the chassis are the three bearing crankshaft for the engine, which is

mounted on three points on rubber, the forced lubrication, the special rubber bearing for the steering, the rear petrol tank, the automatic spark control, the synchronizing mechanism, which is fitted to the top and intermediate gears to equalise automatically the speeds of the selected gear pinions and those already engaged, and the malleable iron brake drums. The object of these drums is to prevent scoring and each one has two fins to stiffen the drum and to assist heat radiation. A unique body building system is employed on this new Ford. The double drop frame gives a low floor level. As the pillars and panels of the steel body are attached to the sides of the chassis frame members instead of being bolted on to the top surfaces, the elimination of the body sills has enabled the floor to be lowered. The rightful aim of every designer today is



*A promotional shot of the pre-production vehicle, which arrived at Dagenham from Dearborn, U.S.A. in April 1932. It would have been this car that the motoring and the media in general would have been commenting on*

to provide a low centre of gravity and consequently stability without undue sacrifice of head room and ground clearance. On this Ford the overall height of the saloon is 5ft 4ins, while head clearance is over 3 ft, and ground clearance 9 ins.

# 75<sup>th</sup> Anniversary of the Introduction of the Model "C" into Australia

(Part III) – by Bill Ballard

## The variants of the Model "C".

Before I go any further, it is worth mentioning here that Australian advertising never mentioned the precise colours that were available on the Model "C", and just simply made bland statements like "fashionable new colours". Whilst sandy beige (Cordoba grey?), maroon, grey (gunmetal grey?), a very dark blue, black, and ivory with black mudguards were definite choices, I have seen evidence that there was a dark blue and a dark green, both with definite leanings towards turquoise and hence a bit more colourful than the orient blue and vineyard green available in the U.K. I would have thought that the commercial derivatives (the panel van in particular) would have been available from the factory in primer, to be painted in the customer's own livery by an outside contractor.

### 1 - The sedan

As we have seen, this was the first variant to be introduced to the Australian market. Australian input was probably restricted to the body tub (including roof; doors and interior side panels); paint, upholstery and carpeting. The body tub was made from dies supplied by Dagenham.

Normally, the sedan had two bucket-type front seats, but if a bench-type front seat was fitted, that could have been Australian-made. Australian-made mudflaps, made of rubber matting, were attached to the bottom rear edge of the front mudguards by means of a "half round" strip of aluminium, fastened to the mudguard with self-tapping, countersunk screws.

The sedan had trafficators (semaphore indicators) fitted in the "B" post and had the special gear-knob-cum-indicator switch associated with the Model "C" in the U.K.

### 2 – The "commercial chassis"

I suspect that a "commercial chassis" was simply an English-built chassis/cowl/bonnet/wings that was supplied to an outside coachbuilder

to body to a customer's own specifications, e.g. a "woodie". I've never seen any mention of these sales other than in the Ford Motor Company of Australia's sales ledger.

### 3 – The roadster, well-type utility ('ute') and 4 – The roadster de luxe

I suspect that the body tubs for these variants were made at Geelong and shipped to the other Ford plants in Australia for final assembly onto chassis directly imported from Dagenham.

The doors were sedan doors with the upper part of the outer skin, above the bottom of the window, removed and crudely "topped off". Wooden frames made of unplanned timber were used to strengthen the doors, which had no inner steel skin. Wooden or "nelson board" interior door panels were covered in a similar fabric to the front, bench-type seats, which would have a solid back on the "ute" and a "split back" (with each part being capable of being pulled forward) on the roadster. The standard scuttle and windscreen as supplied with the chassis were modified. The windscreen was removed and the "A" posts cut through just above the level of the dashboard and the stub "capped off".

The replacement windscreen and supporting stanchions were unique to these models and without doubt made in Australia. The windscreen frame was made of steel and chrome-plated. The stanchions were made of bronze and finished in black enamel (they could be supplied chrome-plated, presumably, at extra cost). They were specially shaped to sit upon the stubs of the "A" post, through which a fixing bolt passed and screwed into the bottom of the stanchion. Two bolts with domed nuts (finished in black or chromed) were used to fix the base of each stanchion to the side of the scuttle. The windscreen could be wound open by means of a sedan-style winder mounted in the middle of the dashboard.

Everything above the chassis and to the rear of the scuttle on both models was Australian made, except for the rear outer and inner mudguards on the roadster, which are standard sedan-type mudguards made at Dagenham. The rear mudguards on the "ute" are peculiar to that model and were obviously made in Australia. Neither the "ute" nor the roadster had trafficators (semaphore indicators) fitted, so they had ordinary gear knobs in place of the sophis-

ticated gear knob-cum-indicator unit found on the sedans. The cast aluminium steering wheel had a horn knob and a small chromed horn ring surrounding it in the boss.

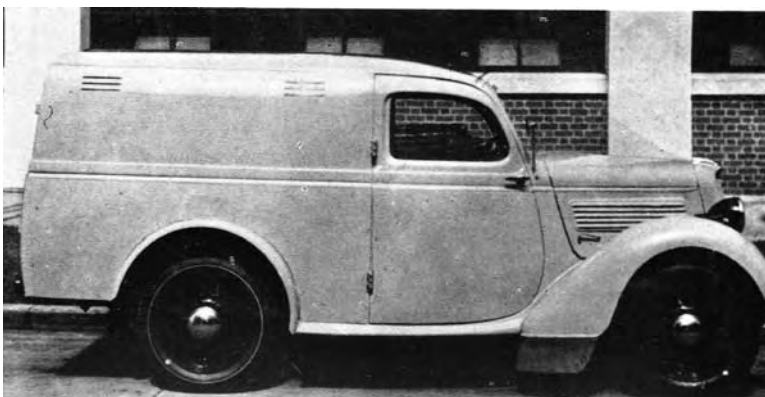
The hood on the "ute" was completely different to that on the roadster. That on the "ute" could be removed completely but was not intended to be folded down, as there would be nothing to support it in that position. When erected, the rear of the hood was vertical, in line with the rear of the cabin.

The hood on the roadster could be folded down onto a parcel shelf that was behind the front seat. Wood, carved and cut to match the shape of the top of the body tub, was screwed to the latter. When erected, the rear of the hood sloped gently down to the top of the body tub, and was fastened to that wood by either nails (hidden by "hidemband") or specially-fitted press studs.

Both the ute and the roadster had removable side screens, and both had a window at the rear of the hood. I'm not sure whether the window was made of clear polythene sewn into the hood, or made of safety glass mounted in a black-painted (or chromed) metal window surround, which was made of two pieces (inner and outer frames, with the glass cushioned by rubber in between) held together by many tiny screws. Most preserved convertibles of the period in Australia have the latter type of rear window fitted nowadays. The side screens on the roadster could easily be stowed behind the front seat, but those on the "ute" were presumably stowed under the front seat or thrown into the back tub!

The rear tub of the "ute" had almost flat, vertical sides made of steel, topped off with wooden fenders which stuck out over the side of the bodywork. The idea of this was to enable plumbers, farmers, etc, to safely carry long pipes or poles along the side of the vehicle. A small tailgate was fitted at the rear. The "ute" had a normal Model "C" front bumper, but had no bumper fitted at the rear.

The rear tub on the roadster had a rather large boot lid that had a handle at the top and opened upwards and outwards to reveal the 'dickie' seat, which was fitted to all roadsters and coupes. The boot lid had heavy duty cast hinges attached to the bottom of it in each corner. The pleasing thing about the bodywork is that the double swage line at waist level on the top of the doors was continued round the rear wheel arch and down underneath the spare wheel, which was fastened to a specially-cast spare wheel carrier that was unique to the roadster and coupe. To avoid interfering with the ornamental spare wheel cover, the standard rear bumper had to be moved further away from the rear of the car. To achieve this, specially extended rear bumper irons were fitted to both the roadster and the coupe.



*The attractive Model "C" panel van. Again, none is known to have survived.*

**5 – The coupe de luxe**

The "hard top" 5-window coupe de luxe was identical to the sedan up to the "B" post, right down to fabric roof insert so typical of the English sedans. It then had a body tub identical to the roadster, but with a specially-made rear roof section, which incorporated the normal sedan-style back window. It had the same windscreen, doors, ornamental spare wheel cover, rear mudguards and rear bumper as the sedan. The coupe also had the 'dickie' seat, steering wheel, extended rear bumper irons and cast spare wheel carrier as fitted to the roadster.

The chassis and everything forward of the doors was made at Dagenham. The doors on the coupe (with the usual English-style door furniture and hinges) were standard sedan parts. However, there is no doubt whatsoever that the body tub was Australian-built from scratch, as were the bench-type seats (similar to those fitted to the roadster), interior side panels, interior upholstery and carpeting.

**6 – The panel delivery van**

As stated earlier, the rear bodywork on the panel van was much more rounded than the bodywork on the Model "Y" panel van and, as nothing like it was on offer in the U.K., it had to be built in Australia. The rear springs had additional leaves (probably two more) fitted as standard. Otherwise very little is known about these vehicles, as there was so little publicity for what was, in the writer's opinion, a very good looking van which should, had it been marketed properly, taken the market by storm!

**Conclusions**

Throughout this history I have added my comments about production, English and Australian content, etc.

To summarize, I find it rather strange that

- they left the little "soft patch" in the roof of the coupe de luxe, which was a hangover from the sedan, and was a feature that could so easily have been removed.
- the doors of the roadster de luxe and roadster, well-type utility were so crudely topped off; had they been made from scratch in Australia, I'm sure they would have done a better job here!
- no announcement was ever made about the extra space, plant and tooling that was required at Geelong specifically for the Model "C" before it went into production;
- they did not back up their investment in the Model "C" with better advertising.
- the only pictures of the Geelong assembly line I've seen show V-8s being assembled; I've never seen a picture of a Model "C" variant on this line.

I think most of the truth is hidden in the fact that Australia, like most developed countries, was coming out of the depression of the early 1930s and the Ford Motor Company of Australia Pty Ltd was experiencing a big demand for their motor vehicles, and were having great difficulty coping with that demand. This would all be happening well before the Model "C" came on the scene in May 1935 and, as sales of the Model "Y" had petered out by that time, we can thus interpret this as they were flat out building mainly V-8 cars and trucks. This is borne out by the fact that, in June 1935, of over 1,000 bodies built, only 78 were for Model "C" variants. And in July 1935, it was planned to build 1,500 bodies, but we know in retrospect that only 166 of those would have been for Model "C" variants. So I believe that by far the greater part of the expansion plans were really for the increased production of the V-8s, and this is borne out by the advertising in the media. In the period June 1935 to February 1936 (when the Model "CX" was launched), there had been only a handful in 'The Courier-Mail' for the Model "C" in any of its variants,

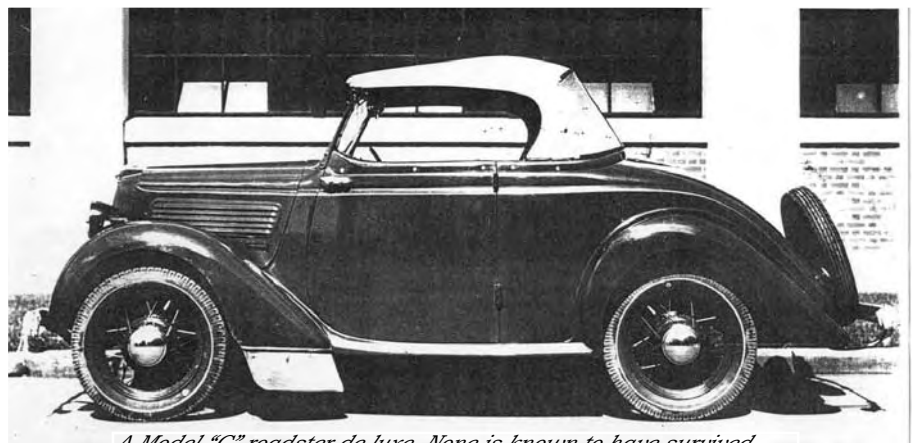
**The Ford Model Y & C Register**



Janie Chester's 1935 Model "C" sedan.



David Crook's Model "C" well-sided



A Model "C" roadster de luxe. None is known to have survived

whereas there had been over 50 for the V-8 cars and trucks.

As for the other Ford plants in Australia (Brisbane, Fremantle and Sydney), I have yet to find evidence of them actually making any body panels for the Model "C". Everything I've seen up to now seems to suggest that complete body tubs, made in Geelong, were shipped to the other plants (which were located not far from the quayside) for mounting on the running chassis that had been delivered direct to them from Dagenham. Note: no Model "C" running chassis were delivered to Adelaide

There is obviously a lot more research to be done before the truth about the Model "C"s' production in Australia can be set in stone!

THE BATTERY MASTER SWITCH.

4<sup>D</sup>  
d.

Registered at  
the G.P.O.  
as a Newspaper.

# The Motor

*The National Motor Journal*



See the **8** h.p. 



at the **FORD MOTOR EXHIBITION**  
The Royal Albert Hall, Kensington, London, S.W.7  
**FEBRUARY 19-27, 10 a.m. to 10 p.m. Daily**  
Most comprehensive display of Ford products ever organized.  
**ADMISSION 1s. 3d.**

Ford Motor Company Limited, 88, Regent Street, London, W.1. Regent 7272-15 Lines.